



The Pacific Electric MAGAZINE



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Vol. 6

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No. 6

INJUSTICE TO THE RAILROADS

By C. A. WHITMORE

A most interesting and timely address on highway conditions was given before the Redlands Rotary club last week by C. A. Whitmore of the state highway commission. The Redlands Facts published the address in full and other papers in the country, including the San Bernardino Sun, have printed portions of it. It is hoped that Mr. Whitmore may be secured by the Present Day Club to present this illuminating review to the people of Riverside. One matter discussed by Mr. Whitmore was the injustice of the share of the highway maintenance borne by the trucks and the unfairness of the present system to the railroads. On this point Mr. Whitmore said:

California gives more road service than any state except, perhaps, New York, yet our average charge per motor vehicle is \$9.79 against an average for the United States of \$11.11 or a difference of \$1.32 per unit of registration. California charges a five-ton, hard rubber tired truck an annual fee of \$32.80, while most of the Good Roads States charge from \$75 to \$150. Connecticut taxes such a truck \$187.50. Although Connecticut had only 119,134 motor vehicles registered in 1920 and California had 583,623, Connecticut collected \$15.55 per motor vehicle while California collected \$9.79, and in road service Connecticut has a state system of 1600 miles of which only 175 miles is paved, while this state has 5560 miles, 3200 constructed, of which 1800 is paved. Yet Connecticut provides for maintenance of its state highways \$3,000,000, as much as is now made available to the California highway commission for the maintenance of twice the mileage in this state.

A peculiar paradox exists in California. We raise the money to meet highway bonds and interest from taxes on railroads and public utilities. With this money we build highways which are now used by automobile transportation lines in competition with the railroads. The competition reduces the revenues of the railroads and reduces the income which accrues to the state, with a part of which it builds highways. The state furnished almost free a roadway for one common carrier out of money provided by taxation on another. Obviously this

TICKLING A RHINO!

THE Job Snob is a man who thinks himself too good for his work in a utility company or a railroad. He is savage to customers or passengers—especially to women.

"You might as well tickle a rhinoceros with your toe," says an interested friend, "as to try to reach that sort of ruffian with an editorial."

We have an idea that the Job Snob needs only a reminder—a reminder that good jobs are now worth having and keeping, and that the job just above his own job is open only to a man who can squeeze it to the edges.

Every institution that serves the public can find room for men who know how to serve the public well.—Collier's Sept. 24.

situation cannot continue. Highways cannot be maintained under circumstances like these.

I hold no brief for the railroads but they deserve a fair deal. Auto trucks have taken over much of the short hauling. Sixty-two per cent of the freight between Bakersfield and Los Angeles is hauled over the Ridge road in motor trucks. Yet because this highway is showing in a few places, the stress of this tremendous traffic, our critics are claiming improper construction. Since the completion of the paved highway to Lancaster this summer 100 carloads of hay are coming to Los Angeles by motor truck to five by railroad.—Riverside Press.

INTERURBAN HARD HIT BY AUTOS

Asserting that the inroads made by the bus lines operating between South Bend and Elkhart, via Mishawaka, and between South Bend and Niles, Mich., are such that the Chicago, South Bend & Northern Railway must increase fares or go bankrupt, Ralph Smith, general manager, appeared before the City Council recently with a plea for aid. The buses operate in South Bend on a schedule three minutes ahead of the interurban cars, and pick up passengers waiting for the electric trains. The Council has taken the matter under consideration. It is believed that the Council will pass an ordinance permitting the buses to enter the city for a stated license fee on streets which are not used by the railway.

(Evidently we are not alone in our grief of subsidized competition.)—Editor.

RELATION OF TAXES TO RATES

By C. H. MARKHAM

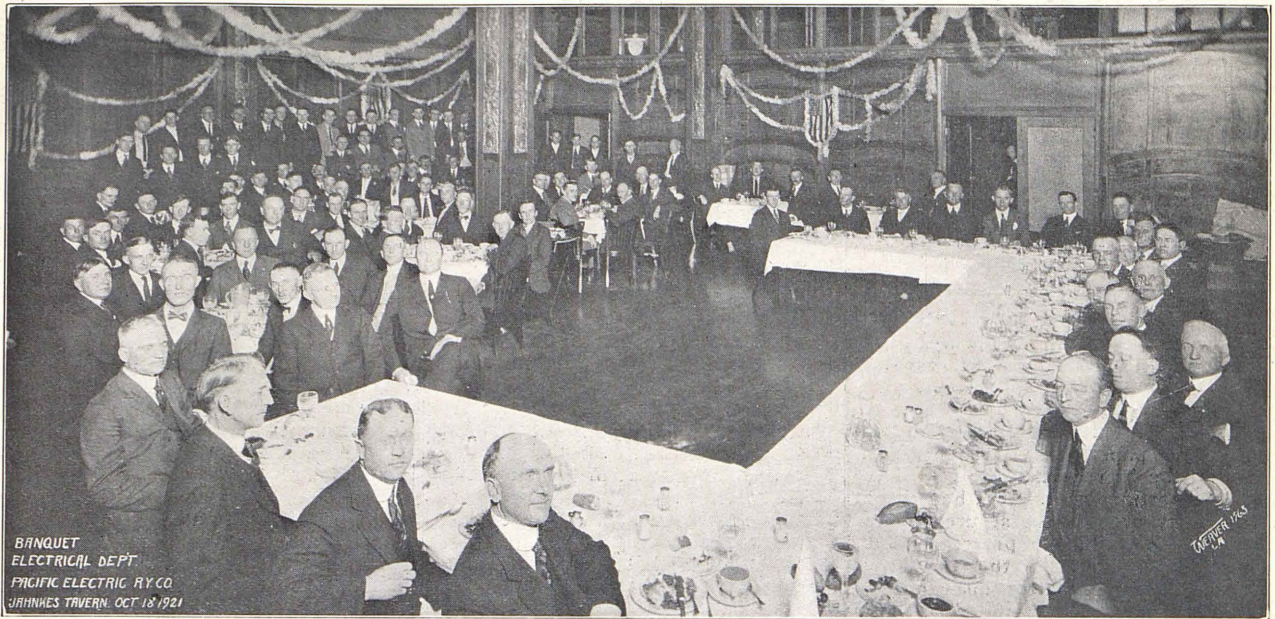
C. H. Markham, president of the Illinois Central System, in a statement to the public showing how taxes have a bearing on railway rates quotes figures for the country as a whole and his own system, which are highly interesting at a time when the whole question of taxes is receiving attention. There is a public clamor for a reduction in railroad rates, but there can be no extensive reduction in rates until costs are brought down and taxes make-up an important part of operating costs. Any revision in the tax program, whether Federal, State or local which effects a reduction in one quarter by attempting to increase the tax burdens on the railroads would be counter to the public cry for lower railroad rates.

Mr. Markham takes the single item of direct taxes for a ten-year period. The Class 1 railroads, which include all railroads having gross operating incomes of \$1,000,000 or more annually, paid \$98,626,848 in taxes in 1911. In 1920 the same railroads paid \$278,868,668 in taxes, an increase of \$180,241,820 or 183 per cent. The Illinois Central System paid \$3,278,107 in taxes in 1911, while in 1920 it paid \$9,575,680, an increase of \$6,297,573, or 192 per cent.

The West Jersey & Seashore Railroad, which early in the war was forced to defer action because of the uncertain outlook, furnishes another interesting example of the burden of State taxes to the railroads. For the closing ten months of 1920, when the lines were operated by the company, 97.4 per cent of the net revenue from railway operations was consumed in the payment of this company's taxes in New Jersey. The total tax assessments for the year, paid by the company, for ten months and by the United States Railroad Administration for two months, aggregated \$566,180.

RAILWAY MUST PAY TAXES

By a decision of the State Supreme Court at Olympia, the Seattle Municipal Railway must pay taxes levied against it during the month of March, 1919, in which month the system was conveyed to the city by the Puget Sound Power & Light Company. Both the city and power company appealed from the judgment of the lower court, which held the taxes payable, and which refused to adjudicate the amounts payable as between the city and the company. The State Supreme Court affirms the lower court.



ELECTRICAL DEPARTMENT MEETING

The Electrical Department resumed its regular monthly meetings Tuesday evening October 18th, after their summer recess, reinaugurating same with banquet at Jahnke's Tavern, one hundred and seventeen members of the Department being present.

The occasion was replete with surprises, and the committee in charge of the affair—consisting of Messrs. Kennedy, Ewers, Schoenberg,—with the cooperation of Mort Stuart, is to be congratulated upon its huge success. Nothing was overlooked.

Mr. D. W. Pontius joined the meeting for a short period and was introduced to the employes by Mr. Anderson. While, owing to another important engagement, Mr. Pontius was unable to remain during the entire meeting, he promised that on the receipt of another invitation to attend our meeting, he would make his stay longer.

The committee was very fortunate in obtaining the consent of Mr. T. H. Woolwine to be the principal outside speaker for the evening, and his subject, "Barriers to the Enforcement of the Law," was received with intense interest, as well as amazement by all present.

As to the entertainment!!!! Well, we had some entertainment, but for additional details, it will be necessary for any one interested to interview any member of the department who was fortunate enough to be present. This can be said, however, Mort Stuart is right there as an entertainment provider.

At the conclusion of the speaking, officers for the ensuing term of three months were nominated, and the election resulted in the unanimous selection of Mr. A. Herskind as Chairman, Mr. C. L. Mann, Vice-Chairman, and Mr. L. D. Bailey as Secretary. The retiring officers were Mr. T. W. Ken-

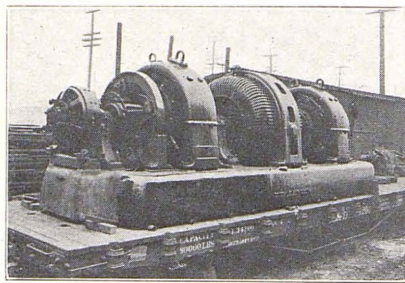
nedy, chairman, Mr. Oltman, Vice-Chairman, and Mr. E. J. A. Hasenyager, Secretary.

Mr. Herskind appointed Messrs. Kent, More, and Williams to act on the entertainment committee for the next three months.

New 1000-kilowatt, 600-1200 volt Portable Substation

A new 1000-kilowatt, 600-1200-volt portable substation will shortly be placed in service, which will insure an uninterrupted supply when occasion arises which necessitates taking a 1200-volt substation out of service, and will provide for any unforeseen emergencies in connection with the 1200-volt substations on the San Bernardino Line of the Company.

The equipment consists of a 1000-



kilowatt, 3-unit motor generator set, consisting of one 15,000 volt, 3-phase, 50-cycle, A. C. synchronous motor, directly connected to and mounted upon a common base, with two 500-kilowatt, 600-volt, D. C. compound generators for operating in multiple at 600 volts and in series at 1200 volts.

As will be noted from the description, the substation can be used for furnishing electric energy to the 600-volt as well as to the 1200-volt lines.

It is expected to have the substation ready for service by December 1st of this year.

LIBRARY ADDITION

During a recent visit of President Paul Shoup to the city, he took occasion to tour our Club and as a result of his visit, we are indebted to him for the contribution of a number of new books to our library. List is as follows:

"Star-Dust," Fannie Hurst.

"The Trap," Maxmilian Foster.

"The Moreton Mystery," Elizabeth De Jeans.

"The Mysterious Rider," Zane Grey.

"John Seneschal's Margaret," Agnes and Egerton Castle.

"The Profiteers," E. Phillips Oppenheim.

"The Devil's Paw," E. Phillips Oppenheim.

"The House of the Falcon," Harold Lamb.

"Jacob's Ladder," E. Phillips Oppenheim.

"The Kingdom Round the Corner," Coningsby Dawson.

"A Man for the Ages," Irving Bacheller.

"The Band Man," Charles Hanson Towne.

"Main Street," Sinclair Lewis.

"Helen of the Old House," Harold Bell Wright.

"Val of Paradise," Vingie E. Roe.

"The Sheriff of Silver Bow," Berton Braley.

"Hell's Hatches," Lewis R. Freeman.

"The Mesa Trail," H. Bedford Jones.

"Midnight of the Ranges," George Gilbert.

"Prince Cinderella," Grace Alexander.

"Her Father's Daughter," Gene Stratton Porter.

"For Better for Worse," W. B. Maxwell.

"Six Seconds of Darkness," Octavus Roy Cohen.

"The Pride of Palomar," Peter B. Kyne.

"Scaramouche," Rafael Sabatini.

"Quill's Widow," George Barr McCutcheon.

"The Purple Heights," Marie Conway Oemler.

"Savages," Gordon Ray Young.

"Nancy Goes to Town," Frances R. Sterrett.

NEWS FROM THE PACIFIC ELECTRIC CLUB

C A L E N D A R

Thursday, November 10th—
Souvenir Ball in Auditorium 8:30 p. m.
Western Division Safety Committee meeting 2 p. m.

Friday, November 11th—
Regular movie show in Auditorium 7:45 p. m.

Monday, November 14th—
P. E. Band rehearsal at 8:00 p. m.

Tuesday, November 15th—
Transportation Department meeting of all employes of all Divisions 8 p. m. Refreshments will be served after meeting.

Thursday, November 17th—
Moonlight dance in Auditorium 8:30 p. m.

Friday, November 18th—
Entertainment given by the Southern California Telephone Company employes in Auditorium 8 p. m. See full program in Magazine.
General Staff meeting in Assembly Hall 10 a. m.

Monday, November 21st—
P. E. Band rehearsal 8:00 p. m.
Electrical Department meeting of all employes of the Electrical Department in Assembly Hall at 8 p. m. Refreshments will be served after meeting.

Thursday, November 24th—
THANKSGIVING
No dance will be held on account of Thanksgiving.

Friday, November 25th—
Regular movie show in Auditorium 7:45 p. m.

Monday, November 28th—
P. E. Band rehearsal 8:00 p. m.

Wednesday, November 30th—
Paving Division of the Engineering Department meeting 8 p. m.

Thursday, December 1st—
Masquerade Ball in Auditorium 8:30 p. m. Prizes for ladies and gentlemen's best costumes and characters. Only those in costumes will be allowed on dance floor up to 10 p. m. Masks may be purchased at Club office.

Friday, December 2nd—
Regular movie show in Auditorium 7:45 p. m.

Monday, December 5th—
P. E. Band Rehearsal 8:00 p. m.

Tuesday, December 6th—
P. E. Camp reunion—for all employes and friends who attended the P. E. Camp this year.

Wednesday, December 7th—
Pacific Electric Club Executive Committee meeting in Assembly Hall 2 p. m.
Southern Div. Safety Committee meeting in Assembly Hall 2 p. m.

Thursday, December 8th—
Jazz novelty dance in Auditorium 8:30 p. m. Refreshments will be served during the evening.

Friday, December 9th—
Regular movie show in Auditorium 7:45 p. m.
Western Division Safety Committee meeting in Assembly Hall 2 p. m.

Saturday, December 10th—
Agents Association meeting in Assembly Hall 8 p. m.

CLUB MEETING

Minutes of meeting of the Executive Committee of the Pacific Electric Club, held in the Assembly Hall of the Club on Wednesday, October 5th, 1921, at 2:15 p. m.

The following members were:
ABSENT: Messrs. S. E. Cooper, L. H. Covell, A. F. Minor, G. B. Barclay, S. A. Bishop, H. A. Culloden.

The meeting was called to order at 2:15 p. m.

The minutes of the previous meeting were read and approved.

Mr. C. M. Stuart, Manager, made the following financial report:

Club Fund

Balance on hand Aug. 31....	\$ 570.69
Receipts	914.50
Total	\$1,485.19
Paid out in bills and expenses	1,222.91

Relief Fund

Balance on hand Sept 30....	\$ 262.28
Balance on hand Aug. 31....	\$ 970.23
Receipts	189.50
Total	\$1,159.73
Paid out in relief.....	197.50

Balance on hand Sept. 30....\$ 962.23

Mortuary Payments

Wallace J. Maxson, Towerman Southern Division; Beneficiary, Wallace J. Maxson, Jr., amount.....\$ 576.50
J. H. Brigham, Terminal Foreman, Western Division, Beneficiary, Mrs. Mary L. Brigham; amount.....\$ 587.50

Mr. O. A. Smith, President, after the roll call, announced the arrival of Mr. D. W. Pontius, our new Vice-President and General Manager, who learned that our meeting was to be held and decided to pay us a visit, it being the first meeting of any of the employees that he has attended since assuming his office. Mr. Pontius made some very interesting remarks pertaining to his connection with the Pacific Electric Railway in the past, also with the San Diego & Eastern. He pointed out some very important angles in regard to the Pacific Electric Railway, and how little the people of Los Angeles could do in the way of transportation were it not for the Pa-

cific Electric Railway. He expressed the great pleasure it gave him to be back again in Los Angeles among men whom he knew were his friends, because he has worked with a great many of them previously; that while he had been absent four years in San Diego and well satisfied with his work there he had this thing "wished" upon him. He stated that the Pacific Electric Club is very interesting to him; that he was here when it was organized; that it was a grand thing for the employes, all of which the company appreciates, and that he knows this Committee will carry on the work of the Club this coming year as successfully as it has been done in the past. He assured the Committee that it is his intention to be with them again.

Mr. O. A. Smith, President, expressed his gratitude at having Mr. Pontius present at the meeting and stated that he personally felt he knew him very well, having worked under him in the Traffic Department; that he is willing to do anything possible to help others, and that whatever success he, Mr. Smith, has had is due to Mr. Pontius, for he is well acquainted with what he does for men and for the company; that there is no doubt of his success, for he has a bunch of men that will stick with him.

Movie Shows: A motion was made with regard to the starting of the movie shows at 7:45 p. m. instead of 8:00 p. m., which was unanimously carried. On this heading, the officers stated that to continue to make these shows a success it would be necessary to get another machine. Mr. Wright, Manager of the Southern California Telephone Company, wants to put on a show for us on November 18th. They will demonstrate the operation of the telephone, how the system is worked, etc., which will be all free to us, and if the Committee thinks well of it they will run the show on the date specified—November 18th. The show will last one hour and thirty-five minutes and is considered educational. They want the public to understand more about what is necessary to install a telephone, etc.

Pacific Electric Camp: Mr. Stuart, Manager, reported that the Pacific Electric Camp closed on September 30th after a very successful season, having accommodated four hundred and fifty-five (455) people, employes of the company. He called attention to the success obtained by the operation of the two Fords between the Camp and Arrowhead Sub Station, which was worked on schedule and only in a very few instances had there been any slight trouble. We have to thank Mr. Worley, who was Superintendent at the Camp this year, for the many favorable reports brought back from the Camp by our guests.

Mr. Stuart stated that he had already spoken to Mr. Smith on the subject of a combination passenger and freight truck, that would not be so expensive as the running of the two Fords. Mr. Stuart also called attention to the fact that the bus line at the Camp has been operated by the

Pacific Electric Club and not by the Pacific Electric Railway Company.

New Club Cards: A motion was made, now that we have a new President, that it will be necessary to issue new Club cards, which have not been changed in two years. Application blanks for dependent cards will be sent to members with their new cards, these blanks to be signed by dependents, as well as the regular members, that we may have these records on file for comparison when necessary. A change in dependent cards was also suggested.

Mortuary Cards: A motion was made by Mr. Stuart that in the drive for mortuary fund members we will also include the Club applications.

Pomona and East Employees: Mr. Stuart extended an invitation to the members of the Executive Committee to attend the Pomona and East Employees' Hi-Jinks and Carnival on Saturday, October 29th, at Urbita Springs, stating that those boys are a long way from the City, etc.

New Business: A motion was made that a list of employes who are not members of the Club be furnished, and heads of departments and others are to make a drive for new members.

Ball Team At Torrance: A motion was made by Mr. Preston that something be done towards raising funds for equipping the Mechanical Baseball Team at Torrance with new uniforms, and the Club offered its co-operation to help promote an entertainment at which tickets could be sold to employes at Torrance; that the affair could be held at the Pacific Electric Club; that if a sufficient amount of money was not raised from this entertainment, possibly we could get the company to contribute.

Trophies Pacific Electric Picnic: A motion was made by Mr. Geopfert, of the Electrical Department, in behalf of Mr. Anderson, that the two Trophies (cups) won by the Electric Department tug-of-war team at our picnic be turned over to the Club, as they wanted to feel sure that these cups would be taken care of and placed in a position where they could not be damaged. Mr. Stuart thanked Mr. Geopfert for the consideration and assured him that the cups would be given excellent care, and, if necessary, would provide a trophy case for them.

Deductions—Auditor's Office: A motion was made that Mr. Smith and Mr. Stuart act as a committee to investigate and improve on the system of deductions now in force in the Auditor's Office, or establish some system where it would be possible, when employes are on a vacation, leave of absence or sick, or transferred from one department to another, they would not be dropped from deduction rolls or as members of the club.

There being no further business, the meeting adjourned.

NOVEMBER MEETING

Minutes of meeting of the Executive Committee of the Pacific Electric Club, held in the Assembly Hall of the Club on Wednesday, November 2, 1921, at 2:00 p. m.

The following members were:
ABSENT: Messrs. C. L. Blades,
R. D. McKesson,
C. J. Tenney.

The minutes of the previous meeting were read and approved.

Mr. C. M. Stuart, Manager made the following financial report:

Club Fund

Balance on hand Sept. 30...	\$ 262.28
Receipts	892.00
Total	\$1,154.28
Paid out in bills and expenses	724.72
Balance on hand Oct. 31.....	\$ 429.56

Relief Fund

No mortuary fund payments.

Manager's Report

Mr. Stuart reported that the new club cards were in the hands of the printer and that he had ordered 10,000 regular membership and 20,000 dependent cards, also 10,000 dependent application blanks, which should be delivered to us by the end of the week. Mr. McCammond, Mr. Brown and Mr. Finley spoke about the big success of our Hi-Jinks and Hallowe'en party at Urbita Springs on the 29th as being the most successful of all our affairs held at the Springs to date, and that they are creating more interest in our club activities, and hope that we will hold many more in the future.

Mr. Stuart also stated that he had prepared lists of employes who were not members of the club, of the Transportation Department, Mechanical and Electrical, and that this had been furnished all divisions of the Transportation Department and individual letters written to employes of the Electrical Department. Lists are now being prepared for employes of the Mechanical Department and the other departments will soon receive lists covering their employes.

The Mechanical Department Base Ball Committee met at the Club Monday evening, October 31st, and decided to give an entertainment, social and dance on November 26th (Saturday evening). The Club agreed to furnish the Auditorium, tickets, entertainment and refreshments for the evening, and would do all in its power to make the affair a financial success.

Mr. Stuart also reported that the matter of deductions was taken up personally with Mr. Grenke and assured of closer co-operation in regard to eliminating the employes being dropped from the club through error. Mr. Stuart also thanked the Committee for their interest in assisting at the Urbita Springs affair, also advised that in regard to the purchasing of a new moving picture machine for the Auditorium was being taken care of by the Famous Players Corporation, and by purchasing this machine from them we would realize a decided financial saving and also made mention of the donation by Mr. Shoup to our library of 29 of the most up-to-date popular fiction books for the library.

New Business: A motion was made and passed, after remarks by Mr. Bishop, relative to the Los Angeles Safety Committee, which has just been established as a permanent one, for

the benefit of the public in preventing loss of life and accidents, and the Committee passed unanimously the motion that we would let them use the Auditorium for six consecutive meetings to be held Monday evenings. A motion was made and passed that the annual ball for the year 1922 be held at Redondo on Wednesday evening, January 18th. A motion was also made and passed on the recommendation of Mr. C. C. Fenimore in regard to the leaving of the service of Mr. C. J. Tenney, who was an Executive Committeeman representing the Store Department in which Mr. Fenimore placed in nomination to fill Mr. Tenney's unexpired term Mr. Earl McCall, who was elected unanimously by the Committee. The communication from Mr. Chas. H. DeLacour, dated October 24th, to Mr. O. A. Smith, President of the Pacific Electric Club, was read by Mr. Smith and referred by the Committee to Mr. Smith and Manager Stuart to investigate and take whatever action deemed necessary. Mr. Kennedy of the Electrical Department complimented the Club in behalf of the Electrical Department and its employes who attended the Electrical Department Banquet for its efforts in making their banquet a big success.

Mr. Covell made a few remarks in regard to the success of the Pacific Electric Club Bowling team, which is taking part in the tournament representing the industrial firms of this City, and to date their record was perfect on account of winning all games in which they had taken part. Mr. Stuart stated that he would call all Executive Committeemen and officials of the Northern Division, especially those located at Pasadena, with the intention of giving an entertainment similar to the one given at Urbita Springs for all employes of all departments located at Pasadena.

There being no further business the meeting adjourned at 3:15 p. m.

MOVIE PROGRAM

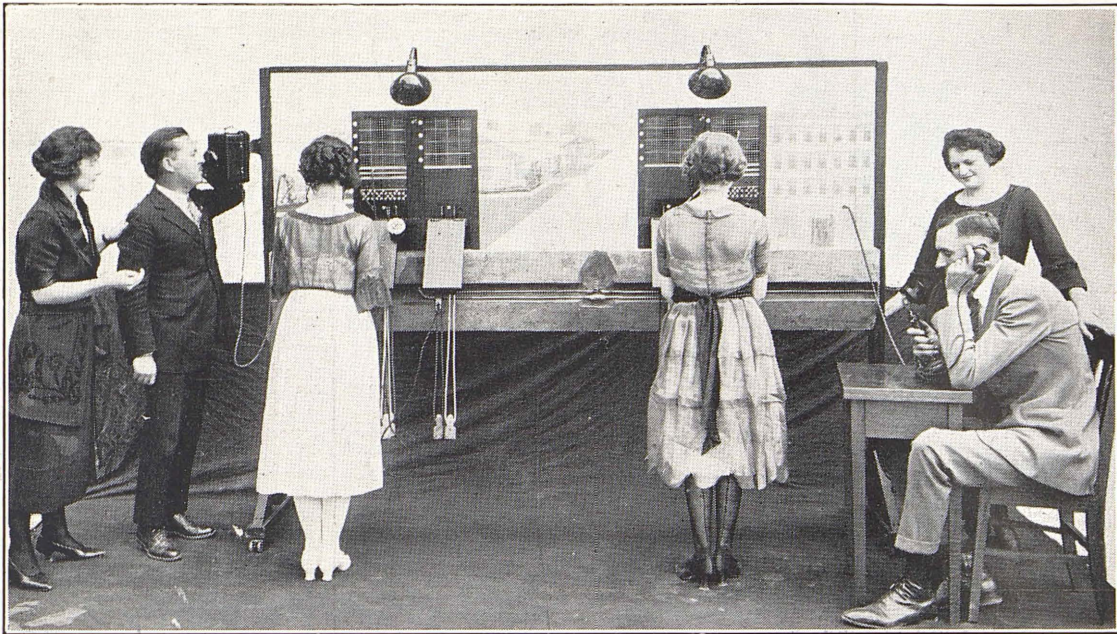
Following is the list of motion picture events scheduled for the Club from November 25th to December 16th, 1921.

November 25th—Main feature—William S. Hart in "3 Word Brand." He was better at punching cattle than jamming words. But he looked like the Governor! And when a crooked rival jailed the Brother of the girl he loved—Come and see the new kind of fight Brand carried to the Capitol! A story beginning in "Wild West" days and rushing through thrills to the present. With the star in two great roles of Governor and plainsman.

Paramount Magazine.

Scenic Travelogue.

December 2nd—Main feature—Richard Barthelmess in an all-star cast "Experience." The story of a young man who went to the big city—and heard the call of pleasure and trod the road to destruction. And of the girl who brought him back again to the path of love and happiness. A spectacular, brilliant, flashing and



An excellent musical program will be given in our Auditorium Friday evening, November 18, 1921. The program, arranged by employees of the Southern California Telephone Company, will be given under the general direction of Mr. B. G. Wright, Manager.

Among the 4,000 or more employees of the Telephone Company are many who are talented musically. The select of these artists have been combed out and given a place in the entertainment.

The above illustration shows one of the scenes of the program during which, by means of specially constructed miniature switchboards representing two automatic, also two manual exchanges, Miss D. A. McDonald, Instructress, demonstrates a number of interesting and helpful points to telephone users.

We are all interested in traffic and traffic problems—Let's come out and see how the telephone people handle theirs!

Yes Sir. We're going to have a picture show too—the telephone employees have made a motion picture of their different departments at work; this picture is very instructive and is well worth the time allotted on the program.

'Forty Minutes from Olive' is a very good sketch with a good bit of humor attached. Dick Smith 'wit' of the "Sparke Staff" from the Electric Club was of the opinion that "Long" Ferris and "Short" Dunlap were especially designed for telephone work. You will agree with him that they fit nicely in this show.

colorful production of the record-breaking play.

Paramount Magazine.

Critics of the Chorus

December 9th—Main feature—Gloria Swanson in "Under the Lash." A photoplay featuring Gloria Swanson in a novel role—that of the wife of a Boer of the South African veldt. The drama centers around the struggle of a young wife against the ironclad traditions of her husband and his family's and the strength of the story, together with its real sweetness, makes it an ideal one for Miss Swanson. The setting is rather new to the photoplay world, and is said to be unusually picturesque. The story is an adaptation by J. E. Nash from "The Shulamite" by Edward Knoblock, that in turn having been taken from the novel of the same name by Claud and Alice Askew. Sam Wood, who has made other pictures of Miss Swanson's, directed this production. The photography is by Al Gilks. In the cast are also Mahlon Hamilton,

Russell Simpson, Lillian Leighton, Lincoln Steadman, Thenax Jasper and Clarence Ford.

Mack Sennett Comedy. Bungalow Troubles, featuring Louise Fazenda, Billy Bevan, John Henry, Jr., and Al Cooke.

December 16th—Engagement Extraordinary! Main feature, Cecil de Mille's production of "The Affairs of Anatol." Featuring the all-star cast:

Wallace Reid	Bebe Daniels
Theodore Roberts	Polly Moran
Gloria Swanson	Monte Blue
Agnes Ayres	Raymond Hatton
Elliott Dexter	Wanda Hawley
Theodore Kosloff	Julia Faye

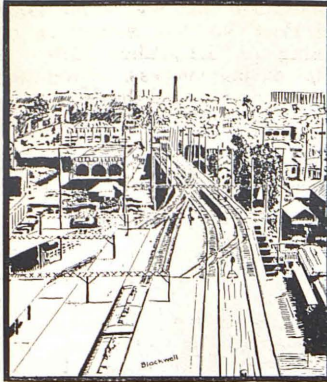
Think of the "Male and Female," of "Why Change your Wife?" of "Forbidden Fruit." Then try to imagine a story greater than any of these—stronger, more unusual, more thrilling. Imagine scores of settings, every one of them more elaborate, more daring, more luxurious than anything you have ever seen on the screen. Now

imagine twelve of the best-known players in America, working under the magic direction of De Mille. If you can imagine one superlative picture with all this, and more, you will have a slight idea of "The Affairs of Anatol." People have been talking about it a year in advance. They'll be talking for ten years after.

RETURNS FROM INTERESTING TRIP

The Magazine is in receipt of a very interesting letter from S. S. Shibley, Gateman, Southern Division, at P. E. Main Street Station, wherein he gives a description of a very interesting journey taken by himself and Mrs. Shibley to their old home in the east at Cleveland, Ohio, but, because of lack of space, it is impossible to publish an article so long.

Mr. and Mrs. Shibley's journey was a wonderful swing around the circle, every moment of which they enjoyed, and we are glad to note their return at this time.



Engineering Notes

By A. J. Guercio

Doc Shaw says you only need one eye to see the giants win at the California.

Our old friend H. G. Freed is spending a few days in little old New York,—gone back to teach 'em how to boost.

Doc Shaw continues to add to his collection of Edison Records, his latest is "A Good Man is Hard to Find" by Roy Gardner.

The steam heat was officially turned on Cabrillo Day, October 14, and the flat irons and spot light heaters can now be retired.

Wilmar is again to the front—the latest is crossing Italian bees with Lightning bugs thereby insuring a 24-hour per day shift.

Further signs of Winter—Vine Ca-hoon has her electric stove in action. It may even be necessary to draw the ice water out of the radiators.

There seems to be considerable agitation in Alhambra of late concerning the housing of Guinea Pigs. Housing always was a heavy matter.

The latest indoor sport seems to be holding hands in the up bound elevator in the mornings—Bill says the thrill is great while whizzing through space.

The big Yellow Wedding Cake surmounted with a horse shoe has been purchased by one of the batchelors: Who is he? What was in the cake? Did it leak?

Bobby Corey a frequent visitor to the office has journeyed to San Diego on his honeymoon—Congratulations Mr. and Mrs. Bobby.—C. S. practices requires the groom to pass out—Chancellors.

It has been suggested that we establish a horse shoe ally on the back lot; this would be good exercise during the noon hour. The only heavy expense would be head and shin guards—Let's start something.

Our good samaritan Fred Bixenstein took Don Batman home from the Pacific Hospital on Oct. 11. We are pleased to see that Mr. Batman has pulled through in such rapid time and is strutting about—ex—appendix.

Jack Williams is in receipt of an ex-dinosaur from the wilds of Arizona, sometimes known as Gila Monster. This is the latest addition to the office Zoo since the large land turtle was captured recently at the Marenga Tower.

Oscar Culver is strutting about lately in quite a chesty fashion as he is now a grand dad.

OBSERVANCE OF RULES WILL SAVE MONEY

A short time ago a broken span feeder wire was found by a passenger crew and tied up to clear the roof of the passenger car. This consumed some time and because of the delay the car picked up a heavy lead and the crew, thinking to regain lost time, did not stop at the first telephone to report to the dispatcher but went on until the load had been distributed before calling up, nor was any flag left to protect the broken wire, the crew thinking it had been tied up to clear traffic.

A short time later a freight train passed the place and a high box car with metal roof came in contact with the wire, causing a short circuit and setting fire to the car.

As a result two cars and contents were destroyed with a loss of \$14,000.00. Had the crew observed rule 304, and reported the trouble promptly to the dispatcher, the line crew would have been called to take care of the trouble and this loss might have been avoided.

Auto-Intoxication

"What was the excitement down the street?"

"Oh, a man in a reverie ran into a woman in a tantrum."

"Were the machines badly damaged?"—Boston Transcript.

Vanished Attention

The Beast—"You used to say there was something about me you liked."

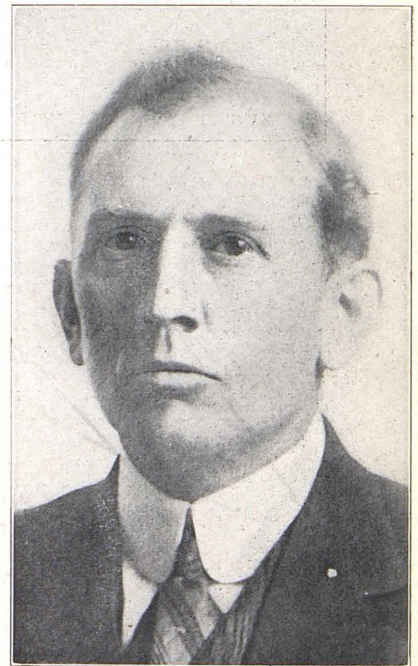
Beauty—"Yes, but you've spent it all now."—The Bulletin (Sydney.)

JAMES HORACE BRIGHAM

In our issue of the Magazine last month in some unknown manner notice of the death of this popular employe of the company recently was omitted.

Mr. Brigham's death, which was one of violence and to the mind of every employe and friend, and their number is legion, was without justification to any extent whatever and in their minds stands as ruthless, deliberate cold-blooded murder. This being attested by the enormous concourse of friends gathered to pay their respects at the time of his funeral, and it is beyond the peradventure of a doubt that at the conclusion of the trial of the two people responsible for his untimely demise, the verdict to be rendered will forever clear his memory of taint, and justice will be done.

Mr. Brigham was born at Spring-



ville, Tenn, Feb'y 4th, 1878, and he died, Sept. 11th, 1921 at Santa Monica, leaving besides his wife and son, three sisters and two brothers and a father to mourn his untimely demise.

For a great many years Mr. Brigham has been identified with the Pacific Electric system, serving in the Transportation Department in many capacities, his last position being Foreman at Sherman of the Western Division which position he had held for a number of years. He devoted himself loyally and faithfully, not only to the interest of the company, but to those of the men. He was noted for his kindly manner, courteous bearing, strict application to duty and without doubt, was one of the most popular if not the most popular employe of the Western Division. His untimely death came as a distinct shock and personal loss to every one who knew him.

Sincere sympathy and condolence is extended to the bereaved wife and other relatives.

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

Passenger Revenues	\$ 989,772.95	
Freight and Switching Revenue	419,354.57	
Other Revenue	77,687.10	
Total Railway Operating Income	\$ 1,486,814.62	
Total Railway Operating Expenses:		
Wages	639,744.79	
Other Charges	325,847.82	
Transportation for Investment—Credit	1,408.74	964,183.87
Revenue Less Operating Expenses	522,630.75	
Depreciation	22,902.44	
Taxes Assignable to Railway Operations	74,902.30	
Total Depreciation and Taxes	97,804.74	
Revenue Less Operating Expenses, Depreciation and Taxes ..	424,826.01	
Non-Operating Revenue	6,946.79	
Net Revenue	431,772.80	
Interest on Bonds and Other Debt	320,961.64	
Rents and Miscellaneous Income Deductions ..	47,451.14	
Total Deductions	368,412.78	
Net Income for month	\$ 63,360.02	
Net Loss, 9 Months this year	\$ 594,256.32	

**PACIFIC ELECTRIC RAILWAY COMPANY
ACCIDENTS DURING SEPT. 1921
AS COMPARED WITH SEPT. 1920**

	Northern Division		Southern Division		Western Division	
	1921	1920	1921	1920	1921	1920
Interferences with vehicles	120	83	95	66	149	124
Collisions and interferences with cars.....	7	7	4	13	5	5
Persons struck by cars.....	5	2	4	5	2	5
Deraillments	7	11	15	17	9	14
On and off moving cars	9	22	18	31	23	39
Miscellaneous	24	15	33	26	34	10
	172	140	169	158	222	197
	1921	1920				
Interferences with vehicles	364	273	33.3%	Increase		
Collisions and interferences with cars ...	16	25	36.0%	Decrease		
Persons struck by cars	11	12	8.3%	Decrease		
Deraillments	31	42	26.1%	Decrease		
On and off moving cars	50	92	45.6%	Decrease		
Miscellaneous	91	51	78.4%	Increase		
	563	495	13.7%	Increase		

WESTERN DIVISION TROLLEY-GRAMS
By C. E. Brown.

Bump, boys, bump—variety is the spice of life.

Mot. A. L. Grantz will exhibit another of his beautiful lamps at the P. E. club in the near future.

We learn regret of Conductor Glen Mulveney breaking his arm. We hope he will return to work soon.

Boys the Pacific Electric kits were made for ticket carriers, that's why you don't find the thermos bottles.

Supervisor W. L. Jenks, who has just returned from his vacation, was overheard telling Depot Master J. L. Kincade the wonders of Kokomo, Ind.

Motorman Stoll, of Sherman, hurt his hand with a hammer while building a boat. We're sorry, but why a boat in Sherman?

Again I call attention to our November get-together trainmen's meeting at the P. E. Club November 15th. Come and exchange ideas. To trainmen who cannot come, kindly send in your suggestions.

At our November get-together meeting every trainman whose duties will permit is requested to attend and meet Mr. D. W. Pontius our Vice President. Bring your families. Refreshments will be served.

Gateman Al Lutes returned from New York. Likes the place, but wants the world to know he was disappointed in not being able to find some "horse weeds" there; the kind that is found in Australia.

A relative of one of our trainman was told her silver mesh purse which she lost around Roosevelt and 15th Sts., was found by a trainman. Reward offered. See Conductor J. Hanselman, Hill Street Station.

The first open meeting of the Hart Brigham Post No. 811 was given on the evening of September 26th. It was a rip-roaring success. Unlimited credit must be given to the loyal support of the ladies and friends of the veterans who gave their time as well as their financial aid. Music was furnished by Sherman talent. The lunch boxes were filled with good home cooked food and enjoyed by all. Motorman G. C. Johnstone held the prize number, winning a blue serge uniform. Mr. F. W. Brasher was awarded 2nd prize—a book of the World's War History and official pictures. It is sincerely hoped the veterans will give another entertainment soon. Regular meeting nights are held on the 2nd and 4th Monday nights of each month. Boys, in closing I want to add Supervisor O. L. McKee, who through his energetic efforts in responsible for this organization, deserves much praise and we all must do our bit to help him keep it the success it now is.

NORTHERN TROLLEYGRAMS
By P. H. Rirdan

M. M. Doe is taking a vacation in the East.

M. M. Manners is working No. 26 Oak Knoll.

The Stork has been kept busy in Pasadena.

Terminal Foreman Tibbitts is back to work after being off sick.

Conductor E. B. Griffin is back to work after being in the hospital.

The boys at Alpine would like to know if Jim Barnard got his package.

Our sympathy is extended to Motorman John Rowan in the loss of his wife.

Conductor Reavis is back to work after a trip to his old home in the South.

SOUTHERN TROLLEYGRAMS
F. J. Oriva

Our Night Foreman, Mr. Carter, spent his vacation at Bakersfield, Calif.

Motorman O. V. Leerick spent his vacation around town and visiting the beaches with his family.

Motorman E. Fosberg is the Champion pie eater of the Southern Division and challenges anyone.

Motorman C. M. Heard was in the Pacific Hospital 10 days, but he is up and around and getting along very nicely.

Conductor A. H. Ficket of San Pedro-Gardena Line, was married in Los Angeles October 5th to Miss Jeane M. Elling of Torrance, Calif.

Conductor R. Knapp spent his vacation in Frisco visiting friends, but he likes Los Angeles better as he was glad to be back.

Conductor H. (olly) Gray spent his vacation on his apple orchard, 120 miles north of Los Angeles in the Tehachepi Mountains.

Motorman F. Howe was run over by an auto at San Pedro on September 12th, but escaped with minor bruises and is back on the job.

Hurrah! The Southern Division is on top again and leading in coasting. Now keep up the good work boys and stay on top.

Mrs. J. D. Rulison, wife of Motorman J. D. Rulison of the La Habra Line had a serious operation performed, but is recovering and getting along nicely.

The Western Division has a large attendance at their monthly meetings and the Southern Division very poor meetings—so boys try to be there and show them we can have a large attendance.

Conductor C. H. Bowman of La Habra Line drove north on a 30-day leave of absence to his old home at Fort Townsend, Washington. He says he had a fine trip, but was glad to be back in Southern California.

MECHANICAL DEPARTMENT NOTES

By Willis M. Brooks

Harry N. Anderson is enjoying his vacation.

C. A. Bunch of San Bernardino, is the proud dad of a 6½ lb. boy. Happy day, Old Top.

N. M. Nelson is still on sick list. We hope to report him again on the job before next issue.

Curiosity, they say, once killed a cat, nevertheless we take a chance. What did Al Eiseman do with all those cigars?

The Misses Lola and Madge McElroy, Mrs. Madelyn Mathews and small son Paul, recently enjoyed a trip to Avalon.

Charles and Mrs. Reis, (Mechanical Department, Torrance), are the proud parents of an 8¼ lb. baby boy—born October 8, 1921, at 11 P.M.

Mrs. Clara Seccombe and Mrs. Ada Arthur have been transferred from San Pedro to the coil taping department at Torrance.

San Bernardino sure has a wonderful climate. Mr. G. V. Jackson's home had a visit from the stork and now boasts of a 7½ lb. baby boy.



WORLEY'S CAMERA PRODUCED AN ART STUDY

and at the same time gave us a chance to present the picture of two of the most beloved members of our family—Mr. and Mrs. M. T. Spencer, of Sherman. "Pep" has always been a "wheel horse" in The Club and camp work—one we couldn't do without.

Mr. J. A. Brady of the Machine Shop has plans under consideration for the erection of a home on the P.E. plan at Vista Highlands, Torrance.

Mr. A. J. Goulding, Chief Clerk of the Mechanical Department, has just returned from his vacation. Mr. Goulding reports nothing in particular for his vacation, except one large REST.

Mrs. Della Randall of the Coil Taping Department is wearing a diamond, the sparkle of which rivals that of her eyes. We wonder just what the future holds!

E. H. Pierce recently returned from an extended hunting and fishing trip in the High Sierras. He reports game and fish plentiful and a really wonderful trip.

Wm. Julius, Chief Engineer of the ill fated Zeppelin Z-2, killed when the same collapsed in England, entered the service of the Company as a helper in the Winding Room Nov. 7, 1910.

We are informed that Frank Atkinson of Macy Street Car House has taken unto himself, a wife, in the absence of details we can but wish the happy couple "The Best of all Good Things."

Mr. E. Paige of the Mechanical Superintendent's office is enjoying his vacation after a year of hard mental work, a little manual labor is an excellent tonic, and we understand Kenneth is getting all he needs.

Old Sol is attending strictly to business at our Eastern points. The mercury standing around 100. The weather has been fine for the Southern California Fair at Riverside and a large attendance is reported.

Ed Stevens of the Machine Shop has entered man's estate, having passed his 21st birthday on Oct. 13. The important event was signalized with appropriate ceremonies and by the gift from his fellow employes of a small drum.

After a short illness Mrs. Jack McEwing passed onward on Oct. 9th, the funeral following on Oct. 11th. Mr. and Mrs. McEwing had been married 31 years, 2 boys and 3 girls having been born to them. One of the boys is the Chief Engineer on a ship plying between Pacific Coast and Atlantic seaboard ports, and arrived home just in time to see his mother before she passed on. Mr. McEwing is foreman of the Blacksmith Shop. Our sincere sympathy is extended to him and his family.

A New Story, Anyhow

"Judge, you ought to let me off this time."

"But you acknowledged you were going fifty miles an hour."

"It was this way, judge. I'm an aviator and very absentminded. I thought I was in my air bus instead of a motor car. When I glanced at the speedometer and saw I was traveling only eight miles an hour I got panic-stricken and stepped on the gas to keep from going into a tail spin."

—(Birmingham Age-Herald.)

STORE DEPT. NOTES

Frank Carr, our lumber inspector, has recently purchased the long talked of. It's a Buick.

Mr. Lock has purchased a new car. Wonder why he don't bring it around and give the boys a spin.

Fred Campbell, who was in the Store at Torrance, has been transferred to San Pedro as assistant storekeeper.

Floyd Gill, who has been acting storekeeper at Pasadena, has taken up the duties as acting storekeeper at San Pedro.

Victor Swartz, bill clerk in General Storekeeper's office, has taken up the duties of Acting Storekeeper at Pasadena.

Guy Minyard recently storekeeper at San Pedro has been transferred to Macy Street Store as acting Storekeeper in place of Mr. McCall.

Earl McCall, who has been storekeeper at Macy Street for the past year, has been appointed acting chief clerkin the General Storekeeper's Office.

Here's one we have been keeping back; Jack Gray, of the Torrance Store is the proud father of a baby girl. We extend congratulations to Mr. and Mrs. Gray.

Mr. Curle, storekeeper at San Bernardino, has been displaying a broad smile for the last week. Why not, when they are drilling an oil well across the street from his property.

Wm. Jolly, who is helper in the store room at Torrance, went on his vacation last week and took the fatal plunge into matrimony. We extend congratulations to Mr. and Mrs. Jolly.

Mr. Fenimore has recently purchased a new Dodge Machine. He don't drive it much to Torrance yet, as it is hard to steer between the eucalyptus trees.

Ray Harper, our section storekeeper at Torrance, has been displaying a wonderful growth of whiskers. Maybe he is trying to out-run Jack Gray who has been displaying a little mustache.

Mr. Porter, our Section Storekeeper, recently had a little mishap but no harm done. He was rushing into the storeroom and skided. Mr. Porter knows what good grade of cement we have in our floor.

Forest Campbell and helper, Mr. Sutton, of the Sherman Store Room, have been putting in some hard licks to get their store room to look the best on the system. We appreciate seeing the store room in this neat condition.

Clarence Tenny who has been in the employe of the store dept. since April 1920 and recently held the position as chief clerk to General Storekeeper, resigned October 20. Mr. Tenny is going into the automobile accessories business in Hollywood.

Towerman, Station Agents, Section Foreman or any one of us who has any Scrap material or Second Hand material laying around. If you will get in touch with the supply car storekeeper he will gladly pick it up, or else notify the Store Dept at Torrance.

Thomas De Coursey, Storekeeper Line Dept. Materials, in service of the company since 1902, was operated on for appendicitis at the Golden State Hospital Aug. 27th. At the present time his many friends are not permitted to see him, but we hope these restrictions will be taken off in a few days. We all hope for your quick recovery Tom.

NOTES FROM THE WAREHOUSE AND OFFICE

Joe Halloway our faithful janitor lost his wife last month. Condolence is extended.

Vacation times are over for most of us, but to Foster Whitehead his vacation is still on his mind.

Matt J. Finney took his checking board with him in order to check his chickens as he is raising a flock of them, "just for a rainy day."

Sorry to see our best looking boy go, not that he went away or quit his job, but he left the file of single men. Best wishes are extended Sam Sealey and his charming wife.

If you are looking for O. T. Flood after working hours you can get him by calling at the Pacific Electric Club. You will find him going around a pool table trying to learn the game.

Bonnie Oden is out on his vacation. He is taking in a lot of places on the Pacific Electric Lines. Of course we will miss him while he is out, as it takes three of us to do what he can do, so hurry back Bonnie.

Mr. T. M. Phelps, can come closer to telling you what places he did not go than to say where he did go, while out on his vacation. Somehow he seems to be full of pep and he has learned to smile every now and then.

Mr. Black is wondering why Arthur Baily is not asking for passes to Alamitos Bay any more. But we find Baily and Alamitos Bay married and living in Watts. We are sorry Baily did not let us know ahead of time, but we extend our best wishes for happiness.

We are glad to have Harry H. Smith back on the job. Although we thought his arms would be useless to

him on account of the accident he had a few weeks ago. He thinks that nothing can keep a good man down.

Walter T. Cooper is wondering if there is a man in the company or an outsider who would play him a game of checkers. He is anxious to play with any one, regardless of age and beauty. If any one feels lucky let him know.

We are now in our new freight house which will save time and give better service to the public. The transfer gang are glad as their shoes will last longer. They will save many steps on account of the new freight house not being as large as the old one.

A man called on Jack Mewhinger last month to be witness on account of an automobile accident. But alas! Jack could not help him any. He was in the mix up, but he was asleep on the back seat and did not know anything about what happened. "Can you beat it."

THE AGENTS' ASSOCIATION

The regular monthly meeting of the Agents' Association was held on October 8th, Chairman Mee calling to order at 8:00 p. m.

The order of business opened with roll-call and approval of the minutes of the previous meeting.

The Chairman, in a short speech, introduced Vice-President Pontius, congratulating him on his election to head the destinies of the Company and his return to Los Angeles.

Mr. Pontius addressed the Association, expressing his pleasure at being back again among his friends and former associates, and complimented the employes by stating that he considered them equal if not superior to those employed in similar capacities by other electric railways throughout the United States.

He realized that Pacific Electric problems constituted a class by themselves and that with the assistance of the officers and men he expected to see many of them brought to a successful ending, and to accomplish this everyone must keep his shoulder to the wheel.

Mr. Pontius was followed by General Superintendent Annable, who said that the Agents' Association was one of the best of the departmental organizations of the Company and had been of considerable help to the officers and its members.

Mr. Day, being called upon, commented on the freight situation, stating that business was increasing and that the more we got the more we wanted; that now was a good opportunity to take a fresh start and make an extra good showing for the new Vice-President.

Mr. O. A. Smith suggested that, while the passenger business was also growing, he still needed more and more of it, and hoped that no effort would be spared to make each month better than the preceding one.

Mr. McPherson directed attention to the matter of education of the public as to the fundamental commercial and industrial necessities of the railways, which always stood for progress and without which progress would halt, and that when the public realized this business would be good.

Mr. Albert also spoke, making particular reference to the proper handling of ventilation of refrigerator cars; and also called attention to the necessity for accuracy in checking goods received and delivered and the importance of proper sealing of cars, and seal records, particularly important at this time as there is much pilfering going on, especially of tobacco and cigarettes.

Short talks were also made by Chief Dispatcher Miller, General Agent Jones, Mr. Maison, Mr. Bradley, Mr. White, Mr. Davis, Mr. Sharpe and other members of the Association.

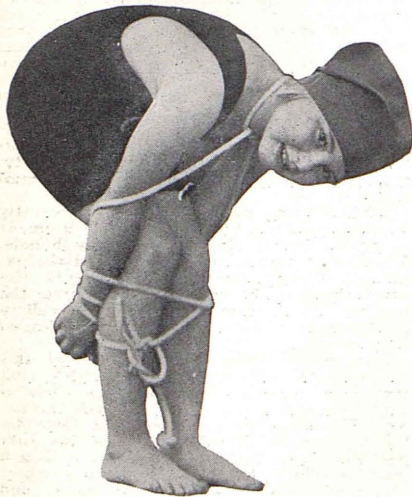
There being no further business, the meeting adjourned at 9:30 p. m.

H. L. LEGRAND,
Secretary.

URBITA SPRINGS PARK NOTES

The big doings at Urbita Springs Park during the month of October was the Halloween Festival and High Jinks held on October 29th, for the Pacific Electric employes under the auspices of the Pacific Electric Club. The bath house was available all day for the free use of employes, also the boats on the lake, and as the day was ideally summer like, many took advantage of this feature of the event, while others arriving later in the afternoon enjoyed the cool breeze under the trees in the picnic groves, some of them partaking of picnic lunches.

Some very clever work was shown in high and fancy diving and swimming displays staged in the plunge under direction of Professor Ray Henderson, who, himself, did some remarkable stunts including being tied up with rope "Houdini style" diving from the high spring board, releasing himself



under water and swimming the full length of the tank before again appearing on the surface. Paul, eight years and Florence, six years, son and daughter of Superintendent Froude, astonished the audience with their wonderful diving and swimming feats. These two youngsters use almost every imaginable swimming stroke including diving and swimming with their hands tied behind their backs and crossing the deep tank in the position of walking with their arms extended over their heads, using their legs and feet only. Then, as a finale, Florence was tied up with rope "Houdini style", diving into the tank and releasing herself under water.

The big event of the day was the grand ball which was held in the dance pavilion, commencing at eight o'clock and continuing until eleven o'clock. Our Vice President, Mr. D. W. Pontius, accompanied by Mr. C. H. Burnett, Mr. O. A. Smith, Mr. T. J. Day and several other P. E. officials, arrived at the park just in time to witness the diving and swimming displays in the Bath House, which they seemed to thoroughly enjoy, afterwards repairing to the dance pavilion where they entered into the carnival spirit of the occasion together with the other

employes. Mort Stuart in a few well-chosen words, welcomed and introduced the new Vice President, and Mr. Pontius in a brief speech expressed the pleasure it gave him to renew old acquaintances and meet new friends amongst the Pacific Electric Family.

The dance music was all that could be desired, as Mort Stuart was in his vivacious mood and instilled pep and jazz not only into the orchestra but also to those who were tripping the light fantastic.

Miss Vora Esmay, a talented soloist from Los Angeles, entertained the audience with several popular songs, and the Spanish dancing and singing of the Zarraquines, late of the Mission Play, proved very popular.

Carnival hats and noise makers were given to those present, together with serpentine, which livened up the latter end of the evening's entertainment, pineapple sherbet and cookies being served to all present.

There was a big representation of employes and their families from the Northern Division, and quite a number of employes from Los Angeles and vicinity also took part.

A special train left the Park at 11:15 which brought the Los Angeles contingent back to the City, and everyone expressed themselves as having had a thoroughly good time.

Special thanks is due to all those who took part in helping to take care of the big crowd.

REDONDO BEACH NEWS

Redondo Beach Post No. 184 of the American Legion will hold a big celebration in the Dance Pavilion on Armistice Day, November 11th.

In the aquatic events of the Cabrillo Celebration in San Pedro last month, Paul Nelson of Redondo Beach won the big cup in the 100-yard dash.

Bobbie Middlemaas, Redondo Beach, placed third in the 100-yard dash for girls at the Swimming Carnival held in the Venice Plunge on October 18th.

Rich Clark, the Popular Manager of the Dance Pavilion, has been seriously ill and confined to hospital in Pasadena for the last month. Rich is now improving rapidly and hopes to be back on the job again soon.

Mr. Frank L. Kern has resigned his position as Commercial Secretary of the Redondo Beach Chamber of Commerce and has left the beach city for a trip to Honolulu. Mr. H. L. Pomeroy, formerly of the Burbank Chamber of Commerce, has been appointed to take his place.

The Burbank Post of the American Legion are planning a fishing trip to Redondo Beach within the next few days, and Secretary Pomeroy of the Chamber of Commerce hopes to show the residents from San Fernando Valley the advantages of Redondo Beach as an ideal fishing and pleasure resort.

The winter schedule at the resort is as follows:

Dance Pavilion open Thursday, Saturday and Sunday evenings and Sunday afternoons.

Bath House open daily 10:00 A.M. to 5:00 P.M. Also Thursday and Saturday evenings to 9:00 P.M. Sunday 9:00 A. M. to 6:00 P.M.

Pacific Electric employes should always remember that they can have special rates in the Bath House by applying to the head of their department for a rate order on the Superintendent which gives them seven baths for \$1.36 plus 14c Government tax, making a total of \$1.50. They can also, on the first Sunday of every month, buy a book of 40 tickets for \$1.00 plus 40c Government tax, making a total of \$1.40.

The Halloween Dance Festival, which was held in the Pavilion on Monday evening, October 31st, was a great success. The exhibition numbers, which were put on under the direction of Mable Rockwell, featured Miss Lillian Frank and Miss Vanietta Sutton in "IN SHADOWLAND," little Louise Rockyell, Genevieve Steffen, Victoria Robart, Henrietta Harris and Robyn Lincoln in a "DANCE OF THE WITCHES," and little Loretta Neugebauer appeared as "JACK-IN-THE-BOX." These dances proved very popular and were well received by the big audience present. Carnival hats and noise-makers were given away to everybody, and the dance music rendered by Miller's Orchestra, which was full of pep and jazz, encouraged everyone to dance and have a good time.

ALPINE DOINGS

Mr. and Mrs. F. L. Annable spent a very pleasant week at the Tavern.

Mrs. N. B. Vickrey has returned to the Tavern after spending six weeks in the City.

It is with regret that we mention that our beloved Dave Diamont has left us for parts unknown.

The beautiful fall weather stimulated business and the last week of the month found a large crowd at the Tavern.

Conductor Pat Ream, and brother Bob, have been spending a few days on the Mountain, and report the rest did them a world of good.

Conductor Griffin is now holding down his run again after an absence of six weeks on account of an operation. His work was ably taken care of by Conductor D. Fanning.

Mr. E. J. Tobin, builder of the famous mule train, who was called to Chicago by the death of his father, returned last week. During his absence Mr. A. E. Zetterwall was operating the mule train.

Mrs. Dora Leeming, who has acted in capacity of housekeeper for the past five years, has resigned in order to make a home for her children who recently came over from England. Mrs. Nan Wirth is now the new housekeeper at Alpine.

Manager Vickery proved himself the genial host at a big hallowe'en party which was held at the Tavern on Saturday evening, Oct. 29th. Dancing and fortune telling were the features of the festivities, and the guests enjoyed a treat of red apples and cider.

PASSENGER DEPARTMENT NOTES

On account of the extra work involved in compiling data for the rate case now pending before the Railroad Commission, we have two new faces in the General Passenger office.—Mr. L. F. Beidelman and Benj. Olin.

Others of the General Passenger Department who can give good advice on certain subjects are, Jack Birmingham on "Is it cheaper to move than pay rent", and C. E. Wilcox on "How to drive an automobile." Information cheerfully given.

Our Rate Expert, Mr. C. E. Morlan, appeared at the office Saturday morning, Oct. 29th, with a very happy expression on his face. Reason,—a new 8½ pound baby girl arrived at his home the night before. Mother and baby doing fine.

Anyone desiring information in relation to "hillside house building" should see A. Levin. He is getting considerable experience along this line out in the Silver Lake Heights section. Al says he has a \$10,000 scenic view from his place. If he says so it must be true (?).

General Agent Thomas, on a recent trip to Mt. Lowe Resort, met with an accident which kept him at home for two or three days. He was on a tour of inspection of the different camps in the vicinity of Mt. Lowe and the horse on which he was riding tripped and fell, rolling over on Mr. Thomas' left leg. We tried to get E. C. T. to use a cane, but he said it was too suggestive of old age and he would rather worry along without one.

Mr. J. V. Scofield, our genial Orange Empire Trolley Trip Guide, has just returned to work after about a month's forced leave of absence, due to sickness. Although J. V. lost considerable of his avoirdupois while he was off, he is gradually regaining it and says he will soon be able to enjoy the good meals served at the Mission Inn. Better go easy, J. V., or Doc will get you again. It appears that while Mr. Scofield was off duty he had an opportunity to talk to some of his friends. Anyway, he had the honor of being appointed City Trustee of the City of Huntington Park, one of the growing suburbs at the south of Los Angeles.

ARMISTICE DAY

To all patriotic citizens of the United States, your attention is called to the proclamation of the president for a tribute to he dead.

"Whereas the Congress of the United States by a concurrent resolution, adopted on the 4th day of March last, authorized to Secretary of War to cause to be brought to the United States the body of an American, who was a member of the American Expeditionary Forces in Europe, who lost his life during the World War and whose identity has not been established for burial in the Memorial Amphitheater of the National Cemetery at Arlington, Va.; and

Whereas the remains of this unknown American to be brought to the United States, in pursuance of the said concurrent resolution, will be buried in the said Memorial Amphitheater at Arlington on the 11th day of November next; and

Whereas these remains will be representative of all unidentified American dead who in the World War gave their lives in their country's cause; and

Whereas it is desired that grateful recognition of their loyal devotion to country and of their sacrifice should be appropriately shown with due solemnity by their God-fearing and patriotic countrymen; now.

Therefore, I, Warren G. Harding, President of the United States of America, do hereby call upon all devout, patriotic citizens of the United States to pause from their accustomed occupations and labors on Friday, the 11th day of November next, from 12 o'clock noon to two minutes past that hour, for a period of silent prayer of thanks to the Giver of All Good for these valuable and valorous lives and of supplication for His divine mercy and for His blessing upon our beloved country.

Furthermore, I hereby direct that the national flag be displayed at half staff upon public buildings of the United States and all stations of the army, navy, and Marine Corps throughout the world, as well as upon all American embassies, legations and consulates from sunrise until sunset on November 11, 1921.

In the witness whereof, I have hereunto set my hand and caused the seal of the United States to be affixed. Done in the District of Columbia this 30th day of September, in the year of our Lord one thousand nine hundred and twenty-one and of the independence of the United States the one hundred and forty-sixth.

Warren G. Harding.

Fatal Metaphor

The young man was telling his sweetheart how he had been attracted to her.

"You were a lovely flower and I was a bee," he explained to her. "I was a mouse and you were a piece of cheese."

And then he wondered why she rose and left the room.—The American Legion Weekly.

TRAINMEN'S MEETINGS

SOUTHERN DIVISION

The regular monthly meeting of the Southern Division Trainmen was held October 18th, 1921, at the Pacific Electric Club, at 8:00 P.M.

In the absence of the regular chairman, Conductor Mulligan was chosen for this meeting.

There were present about 40 trainmen, together with Assistant General Superintendent McPherson, Superintendent Davis and Staff members.

The minutes of the previous meeting were not available, due to the absence of the secretary.

New Business

By Mr. Rose, that breakers be installed at Los Carritos Hill in both directions, as it is difficult to start trains after stopping at that point.

Disposition: Referred to Electrical Department.

By Mr. Conners, that lever throw switch be installed on inbound track at First and Pine streets, Long Beach, instead of chain pull switch, in order to save time in operating switch.

Disposition: Mr. Davis stated that he had this matter up with Mr. Johnson, but, on account of efforts to economize, it was deferred.

By Mr. Martin, that water cooler be provided in Long Beach club-room. Many local men complained that there was no place to get a drink.

Disposition: There is a drinking fountain in waiting room adjacent.

By Mr. Martin, Handling of Mail and papers. Trainmen are required to keep uniforms in good shape. They get pretty dirty, especially during the rainy season when mail sacks are wet.

While loading papers at viaduct recently, trainman picking up a bundle, got a smear of grease on his clothes from the bundle. There were always two men to load the papers, and suggested that they should also stack them on the car as well as throw the bundles on, as trainmen get uniforms dirty in this work and have to have them cleaned frequently.

Disposition: Mr. Davis stated that this would be taken up with the newspapers; that they have furnished two men, but that if one of them got on the cars to stack the papers, he was afraid there would be some delay to service. Stated that there was only one San Pedro train and one Long Beach train on which this work of stacking papers was heavy. Will look into the matter and possibly some additional help can be gotten for the heavy periods.

By Mr. Mulligan, that the 10:45 AM out of Los Angeles was also getting heavy, and while there were two men at Los Angeles putting bundles on, there was only one at Long Beach; that while two men were on duty at the viaduct, the one in charge sometimes let the other go and then wanted the trainmen to help load the bundles.

Disposition: Mr. Davis stated that he thought we could get enough help.

By Mr. Conners, that on one-man cars in Long Beach, oil squirts out of the air valve and drops on operator's clothes.

Mr. Blake suggested the use of a canvas hood or cover over the air valve of one-man cars to prevent oil splashing on operator's clothes, as he had seen this used elsewhere.

Disposition: Referred to Mr. Small. Mr. Davis asked Mr. Conners to let him know if this was taken care of.

By Mr. Rose, that local cars frequently leave Willowville just two minutes ahead of main line trains, and often hold the trains up several minutes.

Disposition: Mr. Davis stated that complaint had been made by a local man that main line trains sometimes left ahead of locals and held them up because of the long stops made by the main line train, but that the matter would be checked up.

By Mr. Murphy, Relative to coasting on Southern Division; that while operating 1000 class cars on Santa Ana line he found the loss of a great deal of coasting time records.

The following cars are referred to:

1008	1009
1019	1001 (No taps)
1032	1040
1025 (no clock)	1003
1041	1020
1042	1013
1031	1005

Disposition: Referral to Mechanical Department.

By Mr. Murphy, that wig-wag at Clearwater crossing, beyond Palo Verde bridge, cuts in only two poles from crossing when wig-wag starts; suggested that it be moved back.

By Mr. Murphy, that many whistles on 1000 class cars are cracked and give very dull sound and seem to waste air.

Disposition: Referred to Mechanical Department.

By Mr. Murphy, that bells on 1000 class cars in cabs have short arm and only one hole. Nearly impossible to hear these bells, which seem to be local car bells. All of the cars coming out now seem to have this single arm bell and it is a poor bell for 1000 class cars.

Disposition: Referred to Mechanical Department.

By Mr. Murphy, that towermen at Slauson and Amoco are careless with boards: a train will go through and towerman will fail to raise the distant signal; that we follow a car down and have to stop at Slauson and Amoco towers. When the motorman calls for signals and the towerman takes his time about raising and lowering the board. Also in fog when motorman cannot see plainly and blows for board second time, towerman will not give it until after motorman blows several times. This is usually shortly after the noon hour.

Disposition: Referred to Engineering Department.

By Mr. Murphy: That "Take Next Car" signs on 1000 class cars are good when they are new but after they have been in service awhile water runs down on them and they cannot be read. Suggested some protection over these signs.

Disposition: Referred to Mechanical Department.

By Mr. Murphy: That between poles 1222 and 1224 on Santa Ana Line just beyond Michigan Avenue, outbound, there is a bad dip in outside rail.

Disposition: Referred to Engineering Department.

By Mr. Murphy: That Express Motor Run 64 gets into Watts about the same time he (Mr. Murphy) does, about 8:15 a. m. Gets main line board and crosses street and loads baggage, holding Mr. Murphy's car up about 5 or 8 minutes.

Disposition: Mr. Davis said the only way we could remedy that would be to handle baggage north of Main Street, and Mr. Murphy thought that would be almost impossible.

By Mr. Murphy: That Conductor Thompson had asked him to bring up the matter of noise caused by freight trains switching on the Huntington Beach line leaving 4th and Minter Sts, Santa Ana, at night. These trains make a lot of noise, as the curve is neglected, no grease being used on it, and there is quite a bit of complaint.

Disposition: Referred to Engineering Department.

By Mr. Martin: That at Olive, Myrrh and Compton stations there are steep banks and the fills are not wide enough. There is a high step to the cars and this makes it bad, especially at night with heavy loads and five car trains.

Disposition: Referred to Engineering Department.

By Mr. Murphy: That about a month ago the Engineering Department, in fixing road crossings on the Santa Ana line, put considerable rock and oil on the crossings. This causes quite a bit of noise when cars go over the crossings and interferes with running the car, as wheels slide in making stops. Suggest that they be more careful and clear the rails before leaving.

Disposition: Referred to Engineering Department.

By Mr. Rose: Is it necessary to pull up and blow out a flagman when Electrical Department men are working on main line between Los Angeles and Watts with a ladder, and then wait until the man climbs down?

Disposition: Mr. Davis stated that there were sometimes many cars and trains and the Electrical Dept. men had to get their work done, so they might have to hold up some trains this way.

By Mr. Murphy: That wig-wag at Bellflower is not needed, as nearly every car stops there, speed is restricted to four miles, and view is not obstructed. Bell not needed there any more than at Artesia.

Disposition: Mr. Davis will attend to this.

By Mr. McCormick, that overhead wire at Dominguez Jct. has not been fixed. The breaker on the San Pedro line should be moved toward San Pedro about two poles. If you shut off you lose slack and cannot get started right.

NOTICE

There will be a special meeting for all those who are interested in bowling—whether they are bowlers or not—at the Pacific Electric Club on Wednesday, November 16, 1921, at 8:00 p. m.

Mr. Lloyd H. Covell will be chairman of the meeting, and he will receive applications for teams to represent the Pacific Electric Railway Company in an employees' bowling tournament.

Everybody welcome Everyone.

PACIFIC ELECTRIC CLUB
MORT STUART, Manager.

Disposition: Referred to Electrical Department.

By Mr. Leach, that we get into a good deal of trouble at Dolanco and Ocean Avenue. Get an order to run extra from Hermosillo; freight men have to register at Dolanco and Ocean Ave.; try to make Ocean Avenue for the inbound, and get there two or three minutes after he is due. There is no way of knowing whether he has left or not. The only way is to lay there for the outbound and ask him. It makes a difference to freight men of an hour or so some place else.

Mr. Davis: When that man leaves he calls from Torrance and the dispatcher can tell you as soon as he arrives at Torrance. When you arrive there he should be on the line at Torrance. We have little freight on that line and to have passenger cars register means stopping many trains.

Mr. Leach: Don't they stop there?
Mr. Davis: No, we used to register there but stopped that to save delay. How often do you go through there?

Mr. Leach: Sometimes once or twice a day.

Disposition: Mr. Davis: I think the trouble is more than offset by the quick release in passenger service.

By Mr. Martin: Suggested changing locks on light boxes at Long Beach from steel to brass, as the steel ones get rusty and are hard to use.

Disposition: Mr. Davis stated that a new lock has been submitted and it will be an improvement.

The Chairman asked if any motorman had suggestions with regard to coasting, as Southern Division was now running neck and neck with the Northern.

Mr. Murphy: Instead of using so much air going down to Watts, you can coast a good part of it and not lose time.

If the Mechanical Department fixes those clocks and taps we will have more coasting. On several occasions I had a good chance for coasting, got the tape out and found nothing. It was rather discouraging. Perhaps the next day I would have a hard day and the tape showed it.

Disposition: Referred to Mr. McPherson.

Mr. McPherson: I notice we have some men whose coasting records stay up well. They have different cars, although they are usually on regular runs. One man on the Northern Division does not vary a point month after month. As a rule, the men who make good coasting records keep up. Some of the other men whose records are not so good may have to change runs frequently, etc. I would like to know if Mr. Murphy's record is uniform month to month.

Mr. Davis: Mr. Murphy has submitted a list of fourteen cars with clocks out of order in September.

Mr. Connors: Have tried keying two cars to see the difference in clocks. You will get different results with the same keys. You cannot depend on the clocks. They are not uniform.

Mr. McPherson: I was wondering how those motormen who are close to the top of the record do it. They change cars as a rule, yet month after month they are at the top of the list. I appreciate that extra

men on every kind of run, cannot make quite as good records as men on regular runs. We have many complaints about clocks. We have taken vigorous action with the Mechanical Department and the clock company. There is some improvement as the records have improved in the last six months, which indicates that this supervision has helped.

Mr. Murphy: I change cars three times a day. On Monday morning the power conditions are so bad I am usually five or six minutes late getting to Stanton. No. 23 brings out two cars and a freight motor is there and there is no power, when I get to Bellflower I blow the breaker and I get to Clearwater, before he get sit back. The power conditions are bad. When they clean the power stations the power has to come so far it makes it bad. The only way you can make time, if you have to make many stops and get late, is to break the speed restrictions through towns. The poor power conditions get me both ways.

Mr. Davis stated that it was thought the removal of the best motor would improve conditions.

By Mr. Murphy: That power conditions in Santa Ana are such that one-man cars can hardly run.

Mr. McPherson stated that we have been having trouble with power, and that the Northern Division has probably suffered worst. Mr. Anderson has been after the Edison people as strong as he could go. There is scarcely a day that Northern Division is not out.

Mr. Murphy stated that it seemed that it was not Edison trouble where he had noticed it but that it was our substations. For instance, in starting a train the power goes low as if the breaker went out at the substation. All at once it comes on. You start up and it goes off again. It is just passing from one breaker to another that I notice that. Have it every morning out of Bellflower. It is when the freight is on the other side of the breaker.

Disposition: Mr. Davis: Think it will bear some investigation, and will refer the matter to the Electrical Department.

Mr. Blake: I had a run at Newport and found the same trouble.

By Mr. Murphy: Would like to suggest that on the Santa Ana line going from Watts when crossing from outbound main line and across inbound main line on Santa Ana line we lose trolley nearly every time. Line cars have worked there but trolleys don't seem to ride.

Disposition: Referred to Mr. Anderson. Mr. Davis requested Mr. Murphy to let him know whether conditions improved.

By Mr. Mulligan: Could not something be done with regard to loading of Long Beach trains? Last three or four days when we got in about six minutes after the hour and were due out at fifteen, the gates would be opened at thirteen, two minutes before we were due out, and 110 to 140 passengers were let out, getting you out of the depot one or two minutes late. On the 5:05 trip the other night, got in at 4:52; two minutes after five he opened the Long Beach gates for a five-car train.

Disposition: Mr. Davis stated that sometimes they are letting passengers through for other cars and trains and it is not very nice to have passengers crossing and getting mixed up. However, we will look into it.

By Mr. Murphy: I find that gatemen open the gates and leave them open. Sometimes a train leaves before the gate is closed. The 4:35 PM San Bernardino train has hardly left the station a day without leaving one or two passengers. It is due to the gateman leaving the gate open.

We had a delay today, getting out three minutes late, due to a man working on a Monrovia car. Everyone's attention seemed to be directed to that.

Disposition: Mr. Davis will look into this condition.

By Mr. Combs: With regard to the platform for the El Moro light circuit on the Newport line. If you have a cab car you have to plow through sand. Suggest that the platform be changed.

Disposition: Referred to Engineering Department.

By Mr. Murphy: With regard to rail conditions in Santa Ana: When they have paved over the rail. No matter where you stop you have to slide the wheels. It is impossible to stop without sliding, with 1000 class cars. We all are troubled that way. If a man had to make an emergency stop he would be out of luck because they will slide.

I would suggest a different kind of paving instead of that oil on the tracks. In hot weather it gets over the rails. Car 403 has such wide wheels it runs in tar all the time and will run half a block without stopping; it is oil macadam.

Mr. Murphy: Orange County is the same. When they oil the road they oil our tracks.

Mr. McPherson: How long has this condition existed?

Mr. Murphy: Since February that I know of. On Main st. with the local cars it is very bad.

Mr. McPherson: It seems to me there must be something radically wrong. It must have worn off during the summer.

Mr. Murphy: It seems when it rains or is foggy there is a scum on the track. In the morning I have to make my stops pretty fast. When I start, the wheels will spin. It may be that the rail is not ballasted correctly.

Disposition: Referred to Engineering Department.

By Mr. Rose: That Watts local car could give passengers better service in the mornings if they see a freight they should have permission to go onto the main line with protection and come in instead of waiting ten or fifteen minutes for the freight to pull into the yard.

Disposition: Mr. Davis stated there was a hazard to that and we should not do it.

By Mr. Rose: That there is no sign at safety stop at Sycamore and Fourth and Main streets, Santa Ana: Suggest that one be placed there.

Disposition: Referred to Engineering Department.

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

WALLACE ELLIOTT, Acting Secretary.

NORTHERN DIVISION

The regular monthly meeting of the Northern Division Trainmen was held on October 18th, 1921, at the Pacific Electric Club, Chairman McDaniel calling to order at 8:10 P.M.

There were present the Northern Division Staff, Mr. Birmingham of the Traffic Department, Mr. Briggs of the Mechanical Department, and twenty trainmen.

Chairman McDaniel stated that he had served his time as chairman and called for nominations for a new chairman.

Conductor J.W. Bartholomew was nominated and duly elected and finished the meeting.

New Business

Mr. Bradley stated that there were some conductors on the Mt. Lowe Line who reported that they were having difficulty in collecting the regular fares to Mt. Lowe, on account of the passengers having the impression that they could buy a ticket on the cars at the reduced rate of \$2.00 and not knowing that they had to buy their tickets at the depot in order to secure that rate.

Disposition: Referred to Mr. Birmingham for the purpose of placing new hand bills in the cars and at other places where bills were placed, giving the public this information.

By Motorman Walsh, that a STOP sign be placed on the wire at Aliso and San Pedro sts. on the outbound Short Line track, and that the one at San Pedro and Commercial sts. be moved one pole south or one pole north, so that the passengers would not stand where it was necessary for the motorman to block Commercial st. in order to pick them up without delay while they walked to the rear end.

Disposition: Referred to Mr. Kuderna to look up and correct.

By Motorman P. H. Riordan: That the cab doors be arranged so that they can be opened either way, so that the motorman can get out in case of danger.

Disposition: Referred to Mechanical Department.

By Motorman P. H. Riordan: That the switch light and the target be changed to yellow instead of green, on the outbound local track at El Molino.

Disposition: Mr. Bradley stated that it was that way, and was changed for some reason, and thought it best to leave it as it is at present, as this is a rigid switch, and it might be taken for a spring switch as all spring switches have yellow targets.

By Motorman Hood, that the Market Street stop on San Pedro street be discontinued, on account of it being so near Commercial street.

Disposition: It was stated that this had been up before and a check made on it, and it was found that a number of our passengers work near there and was decided that it was best to make a stop there.

By Motorman R. Garst, that train No.

JIM BURLESON—CONDUCTOR

Jim Burleson's bell cord responds no more, But Jim we shall never forget. He has passed away to the Golden Shore; He has paid his fare—you bet.

He ran from El Paso into Juarez And he never had a smash; For Jim could share in joy and distress And he never treated them rash.

Jim ran his car in sunshine and storm, But always he had a smile. He was true to his calling; true to form, When he covered mile after mile.

His Spanish was not of the finished sort But he learned "Senor" to say, And proud Señoritas said "Jem" for short, And the kids saluted his way.

And the sturdy Yankee no fault could find With Jim aboard on his car, For he was helpful; the daily grind Never his humor could mar.

Where other men failed, Jim won out, For he was a man amongst men. His tender smile and his heart, so stout, Made every one his friend.

And Jim passed away—as all of us shall— Four lines in the paper for him. His bell cord is still—no more will it call. We are sorry you left us, Jim.

They came in rags and tattered clothes; They came from East and West; Senors—Senoritas, the kids and those Unknown—to see him rest.

They came to pay for your friendship, Jim; For your heart so rich and so warm; For all of them knew you just as "Him" To whose car no one would do harm."

And greater tribute has never been paid To Kings of any land. The wreath that on "Jimmie's coffin was laid, Was laid there to honor a "Man."

—JOHANNES JOHANSEN,

Fruitdale Power Station, (S. P. Elec. Line, S. F. Bay District.)

116 be made a second-class train, on account of it delaying train No. 113 at times.

Disposition: Mr. Bradley said that trains No. 116 and 118 would both be made second-class when a new time table was made.

By Conductor L. C. Brubaker, that the chain switch at Pomona Jct. leading to North Pomona be changed to a lever throw switch, on account of operating one-man cars on that line now.

Disposition: Referred to the Engineering Department.

By Mr. J. Briggs, that the switch at No. 1 track at west end of the Pasadena car-house be changed from a chain pull switch to a lever switch, on account of so many split switches there, and cited one case recently where a conductor slipped on an apple peeling and let the chain loose, causing damages of about \$50.00.

Disposition: This will be recommended. There being no further business, the meeting was adjourned at 9:10 p. m. and all Divisions met in the Auditorium and were served light lunch and spent an enjoyable half hour.

H. L. WIGGAM,
Secretary.

WESTERN DIVISION

The regular monthly meeting of the Western Division Trainmen was held at 8:15 p. m. on October 18, in the Committee Room, Pacific Electric Club, Chairman J. Hanselman calling the meeting to order.

The attendance numbered twenty-two trainmen, in addition to Mr. McPherson, Assistant General Superintendent; Mr. White, Superintendent; Mr. Wilson, Assistant Superintendent; Mr. Cole, Assistant Trainmaster; Mr. Porter, Assistant Trainmaster; Mr. Cleary, Assistant Trainmaster; Mr. McKee, Supervisor, and Mr. Glancy of the Traffic Department.

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

New Business

By Chairman Hanselman: That there seems to be a misunderstanding among some trainmen as to whether or not they should carry passengers across Sunset Blvd. at Gardner Junction.

Disposition: Mr. White stated that it was the end of the fare limit and passengers should leave the car before crossing Sunset.

By Chairman Hanselman: That the collector at Glendale Blvd. and Sunset Blvd. be made a deputy in order to protect passengers from the heavy automobile traffic when boarding cars. Traffic is dangerously heavy between the hours of 7:00 a. m. and 9:00 a. m.

Discussion brought out the following: Mr. White stated that the collector's uniform gave him authority to control automobile traffic while passengers are boarding cars. The best plan would be to have the City station a police officer there. E. C. Brown, collector at this point, said that personally he would not care to be deputized. He said that automobile drivers seemed to be under the impression that the white safety zone lines on the pavement gave them the right of passing a car while taking on passengers, and suggested that signs be put up reading "Automobiles must stop when street cars are loading or unloading passengers."

Disposition: Taken up with the Police Department.

By Conductor Brown: That the Los Angeles Transfer Co. are using space in front of the Hill Street Station, (Hollywood side, opposite of where the West Adams and Vineyard cars stop), for a Taxicab stand, interfering with the loading and unloading of passengers. Always there between the hours of 9:00 a. m. and 11:00 a. m.

Disposition: Referred to the Police Department.

By Conductor Brown: Exhibited a transfer used by an interurban railway in Baltimore, on the back of which was carried advertising of special trips or excursions. Suggested that the Pacific Electric use the same plan to advertise trolley trips.

Disposition: Referred to the Traffic Department.

By Conductor Brown: Suggested that the Trainmen's Meeting be held at Sherman.

Disposition: Will be held at Committee Room, P. E. Club, as usual. If it is decided to hold meeting at Sherman, notice will be issued in sufficient time to inform all concerned.

By Conductor Owen: Suggested that collectors be furnished to load northbound cars at 7th street at night. Stated that cars are loaded to full capacity at rear end before the cars reach 8th or 9th street, and there is nearly always room for passengers at the front end.

Disposition: Needs of a collector will be checked up.

By Motorman Jackson: That a connecting track be installed between the house track at Ocean Park and Long siding in order to keep the house track clear. That a small semaphore be placed so as to stop inbound trains when cars are taking Westminster cross-over.

Disposition: Referred to the Maintenance of Way Department to ascertain the cost.

By Motorman Russell: Asked if it could not be arranged so that interurban cars could have the right of way over L. A. Ry. cars at Burlington street.

Disposition: Mr. White stated that there were so many cars now, that there would not be much improvement if we did have the right of way.

From Suggestion Boxes

By Conductor F. Seals: Suggested that electric destination signs be placed on Echo Park cars to be used at nights to save delay in making unnecessary stops on Sunset Blvd. to inform people what car it is. Signs should read Echo Park instead of Cerro Gordo.

Disposition: After discussion it was decided unnecessary to change signs.

Mr. McPherson announced that Mr. Pontius would be present at the next regular Transportation Meeting and urged that we have a good attendance.

There being no further business, meeting adjourned at 9:10 p. m. to Auditorium for refreshments.

M. B. MORRIS,
Secretary.

Latest Style

It used to be thought that clothes made the man. Nowadays they break him.—London Opinion.

Styles

Fair Customer—"I'd like to try on that one over there."

Salesman—"I'm sorry, madam, but that is the lampshade."—Passing Show (London.)

DON'T MR. CONDUCTOR

Don't honor Los Angeles-La Senda tickets, or Los Angeles-Garfield Avenue (Ramona Park) tickets, from or to Alhambra, on Alhambra-San Gabriel Line.

Don't refuse however, to honor one-way, round-trip or commutation tickets reading between Los Angeles and Alhambra, also from or to either La Senda or Garfield Avenue (Ramona Park) according to line upon which operating.

Don't fail to study carefully instructions relative to application of tickets, under heading "From and to Alhambra," Page 3, Local Passenger Tariff No. 802.

Don't refuse to honor a ticket reading from some point off your line, to a point located on your line, if passenger boards car at a junction point or some point which is intermediate between stations shown on ticket.

Example: A ticket reading between Los Angeles and La Senda would be good for transportation on Alhambra-San Gabriel Line, from or to Sierra Vista Jct., account of fact that this point is intermediate on both lines, between points for which ticket reads. Notation should be made on back of such tickets, showing points between which same was honored.

Don't honor Southern Pacific tickets locally, that is, where entire trip from starting point to destination is made wholly over the lines of the Pacific Electric Railway. A Southern Pacific ticket reading between Pasadena and Pomona, should be honored via Pacific Electric Railway only between Pasadena and Shorb, and not between Pasadena and Pomona.

Don't fail to study carefully, Section 17, Page 7, Bulletin P. D. No. 459-E, for further instructions relative to honoring of tickets issued by other railroads.

Don't honor tickets reading between Los Angeles and Baker Station, on Whittier Line, to or from Mayflower stop, located between Baker and Wilcox. Apply fares named in tariff between Los Angeles and Walker.

Don't accept T. S-1 transfer or triplex exchange transfer at Slauson Junction, if punched "To Los Angeles, transfer point, Watts or Vernon Avenue."

Don't honor green card passes for any Six Cent fare, either city or interurban. Such passes carry notation to this effect in red ink across face of pass.

Don't issue transfer to Laurel Canyon on Los Angeles or Hollywood fares, tickets of commutation books reading from points west of Gardner Junction, or north of Cahuenga Pass.

Exception: 46 Ride School Commutation books reading "Hollywood and Vicinity" will be honored on Laurel Canyon Line.

Don't accept tickets or commutation tickets reading between Hollywood and Van Nuys Line points, from or to points west of Gardner Junction. See Page 3, Local Passenger Tariff No. 802, for application of fares and tickets from and to above named stations.

Don't issue Suburban transfer, Form T. W.-1 at Crescent, to passengers destined to points east of Normandie Avenue. Triplex exchange check should be used for this purpose.

Don't issue transfers to Coldwater Canyon on fares or tickets reading to Beverly Hills, as Coldwater Canyon fare is higher than fares named to Beverly Hills.

Reinforced Virtue

Teacher—"In what part of the Bible is it taught that a man should have only one wife?"

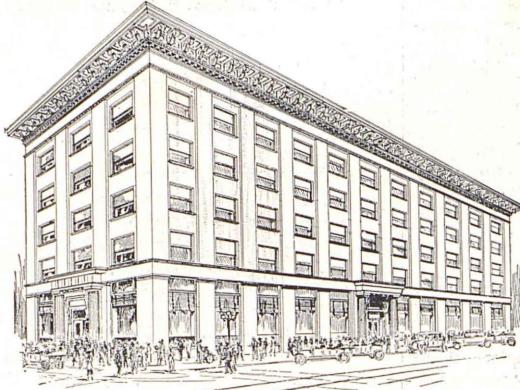
Little Boy—"I guess it's the part that says that no man can serve more than one master."—Tar Baby.

Keeping Down to Expectations

"Your husband had a job with the Shipping Board, I believe. Did he notice anything wrong there?"

"No. He was an inspector and wasn't expected to notice things that were wrong."—New York American.

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4% Interest
paid on term accounts. 3% paid on special savings accounts subject to check.

MEMBER FEDERAL RESERVE SYSTEM
FIRST AND PINE STREETS

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YOUR
BUSINESS

4% Paid on Savings

ASSOCIATED OIL COMPANY SAN FRANCISCO

For over a quarter of a century the name "Associated" on Petroleum Products has been synonymous with highest quality.

The Cue

Big Man in Audience (turning round)—"Can't you see anything?"

Little Man (pathetically)—"Can't see a streak of the stage."

Big Man (sarcastically)—"Why, then, I'll tell you what to do. You keep your eyes on me and laugh when I do."—Pearson's Weekly (London.)

Real Punishment

"Perhaps the penalty for bootlegging is not severe enough."

"It isn't" replied Uncle Bill Bottletop. "A bootlegger ought to be made to drink his own licker."—Washington Star.

It Works Both Ways

"Statistics prove that marriage is a preventive against suicide," said Mrs. Gabb.

"Yes," growled Mr. Gabb. "And statistics also prove that suicide is a preventive against marriage."—Cincinnati Enquirer.

On Time

The Dispatcher accepts no excuse.

All our watches make good or we do. Sold on positive money back guarantee.

Low rent means low prices. Easy terms.

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and
Adjustments

Official Watch Inspectors
P. E. and L. A. Rys.

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Opposite P. E. Building

THROUGH THE CAR WINDOW

"Spot Lott made good grades in his examination in the College for Railroad Men at Fifth and Main streets. One of his mistakes was in answer to the question, 'What does the raised hand and arm indicate?' Mr. Lott wrote, 'Lunch,'"—Atchison, Kansas, Globe.

Sticking your head out of an open car window is permissible if you carry a heavy life insurance for your family, besides, the undertakers have got to live, too.

An ambitious young man went to a university professor and asked: "I desire a course of training which will fit me to become the managing head of some great railway system, how much will such a course cost, and how long will it take?" The professor replied, "Young man, such a course would cost you \$20,000.00 and require twenty years of your time. Why not take \$500.00 of our money and three months of your time and get elected to Congress? Once there you will feel yourself competent to direct not one, but all of the great railway systems of the country."

The following is an extract from an article written to the editor of the Los Angeles Times by a person who evidently came in contact with some of us. The article was signed.

"I wish to praise a Los Angeles feature that has not been boosted to my knowledge. I refer to the motormen and conductors on the interurban electric lines. While Los Angeles is notorious for its fast-speeding automobiles and the many accidents, the result of fast and reckless driving, there would be ten where there is only one if it were not for the wideawake and careful motormen on the cars. * * * I have been in all the large cities in this country and Canada and have been sight-seeing by car lines and autos here for over a year and so am competent to express an opinion. The Pacific Electric men are of a high grade. They are gentlemen and courteous, thoughtful and painstaking in avoiding accidents and in the treatment of the company's patrons."

The above article was printed by The Times and there is not much comment to be made, excepting that it covers the ground and proves to all that the eyes of the public are upon us and good work is appreciated.

We heard something like this at the Hill Street Station, near a Gardner Junction car that was loading:

"Mary had a little calf
And wore her stockings "rolled."
Her skirt was short; this showed her leg
But that was nothing bold.

Mary had a little ear,
But it you could not see.
A naked ear upon a girl?
What shocking impropriety!

CONDENSED STATEMENT

THE FARMERS & MERCHANTS NATIONAL BANK

OF LOS ANGELES

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

SEPT. 6, 1921

ASSETS

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

LIABILITIES

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

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

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

WE PAY INTEREST ON TIME DEPOSITS

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

OFFICERS

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

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Cleanliness—Courtesy
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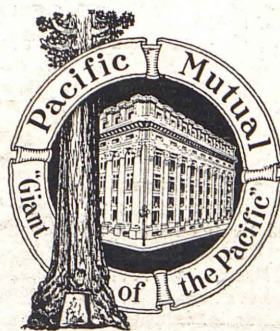
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J. V. Smith, 6th St. Terminal, Macy St. and Long Beach
WM. L. THOMAS, Superintendent
429 Central Bldg., 6th and Main Sts., Los Angeles

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