



The Pacific Electric MAGAZINE



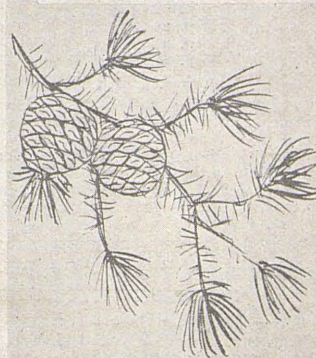
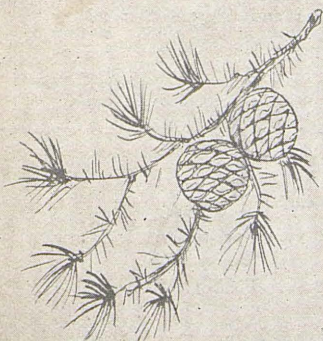
ISSUED MONTHLY BY THE EMPLOYEES OF THE PACIFIC ELECTRIC RAILWAY

Vol. 7

LOS ANGELES, CAL., AUGUST 10, 1922

No. 3

LATE VIEWS FROM OUR MOUNTAIN VACATION CAMP



ONLY A FEW WEEKS UNTIL CLOSING TIME. BETTER GO SOON

Pacific Electric Employees' Annual Picnic and Re-Union

REDONDO BEACH, SATURDAY, AUGUST 26TH

FOR ALL EMPLOYEES, THEIR DEPENDENTS AND THEIR GUESTS

EMPLOYEES GET YOUR TRANSPORTATION NOW!

Request passes for yourself and dependent members of your family as soon as possible. Regular pass request form will be used.

Mark request to show that pass is for picnic, August 26. This is so that pass will not be charged to your monthly pass allowance. Names and ages of dependents must be shown.

Where it will be impossible for employes to go to the picnic with families, separate passes will be issued. However, employes should not request separate passes unless absolutely necessary.

It is illegal to request or to issue passes to members of an employee's family who are not entirely dependent upon him for support and there is a heavy penalty for obtaining or issuing transportation not authorized by law.

HERE'S WHEN YOU GO!

Special Trains To Redondo Beach.

Leave Los Angeles, Sixth and Main Sts., 9:50 a. m., 10:30 a. m.

Leave Vermont Avenue and Hollywood Boulevard, 8:45 a. m.; Gardner Junction, 9:00 a. m.; Sherman, 9:05 a. m.; Sawtelle, 9:20 a. m.; Santa Monica, (Utah Avenue), 9:30 a. m.; and arrive at Redondo Beach, 10:19 a. m.

Leave Ocean Park, 9:30 a. m.; Venice, 9:35 a. m.; and arrive at Redondo Beach, 10:09 a. m.

Leave Riverside, 7:30 a. m.; San Bernardino, 7:45 a. m.; running straight thru to Redondo Beach.

Leave Torrance, 9:45 a. m.; arrive at Redondo Beach, 10:11 a. m.

Returning Home! Via Gardena.

Lv. Redondo	Hermosillo	Watts	Slauson Jct.	6th & Main
6:00 p.m. Spe.	6:19 p.m.	6:37 p.m.	6:18 p.m.	6:32 p.m.
5:35 p.m.	5:54 p.m.	6:12 p.m.	6:43 p.m.	6:57 p.m.
6:36 p.m.	6:53 p.m.	7:11 p.m.	7:17 p.m.	7:31 p.m.
7:35 p.m.	7:53 p.m.	8:10 p.m.	8:17 p.m.	8:31 p.m.
8:30 p.m. Spe.	8:48 p.m.	9:05 p.m.	9:12 p.m.	9:26 p.m.
9:06 p.m.	9:23 p.m.	9:41 p.m.	9:47 p.m.	10:01 p.m.
9:30 p.m. Spe.	9:47 p.m.	10:04 p.m.	10:10 p.m.	10:24 p.m.
10:30 p.m.	10:47 p.m.	11:04 p.m.	11:10 p.m.	11:24 p.m.
11:40 p.m.	11:59 p.m.	12:17 a.m.	12:23 a.m.	12:37 a.m.
12:10 a.m. Spe.	12:29 a.m.	12:47 a.m.	12:53 a.m.	1:07 a.m.

Via Playa Del Rey

Leave Redondo	Arrive Hill St. Station
4:55 p. m.	6:00 p. m.
5:20 p. m. Special	6:25 p. m.
5:56 p. m.	7:01 p. m.
6:26 p. m.	7:31 p. m.
6:56 p. m.	8:01 p. m.
7:56 p. m.	9:01 p. m.
8:20 p. m. Special	9:25 p. m.
8:56 p. m.	10:01 p. m.
9:20 p. m. Special	10:25 p. m.
9:56 p. m.	11:01 p. m.
10:45 p. m.	11:50 p. m.
12:15 a. m. Special	1:20 a. m.

Special trains will leave Redondo Beach for Venice, Ocean Park, Santa Monica, Sawtelle and Sherman at 6:00 p. m., 9:00 p. m., and 12:15 a. m.

For the benefit of those employees living east of Upland, the 11:15 p. m. train from Sixth and Main Streets will run thru to San Bernardino. To connect with this train employees should leave Redondo Beach not later than the 9:30 p. m. train.

DON'T MISS TRAIN OUT OF REDONDO WHICH CONNECTS WITH YOUR LAST TRAIN HOME!

Your last train for—
Pasadena, via Oak Knoll—Leave 6th & Main.....12:24 a.m.
Pasadena, via Short Line—Leave 6th & Main.....12:21 a.m.
San Bernardino Line Points—
Leave 6th & Main.....10:00 p.m.; 11:15 p.m.; and 2:30 a.m.
Pomona—
Leave 6th & Main.....10:00 p.m.; 11:15 p.m.; 12:20 a.m. and 2:30 a.m.
Glendora Line—Leave 6th & Main....11:25 p.m. and 12:30 a.m.
San Gabriel Line—Leave 6th & Main.....12:15 a.m.

Sierra Madre Line—Leave 6th & Main.....	11:55 a.m.
Glendale Line—Leave 6th & Main.....	12:30 a.m.
Edendale Line—Leave 6th & Main.....	12:35 a.m.
Van Nuys Line—Leave Hill Street Station.....	11:30 p.m.
Long Beach Line—Leave Watts.....	12:20 a.m.
San Pedro Line—Leave Watts.....	12:50 a.m.
San Pedro Line—Leave Hermosillo.....	12:10 a.m.
Torrance—Leave Hermosillo.....	12:10 a.m.
Santa Ana Line—Leave Watts.....	12:05 a.m.
Whittier Line—Leave Slauson Junction.....	11:56 p.m.
La Habra-Fullerton Line—Leave Slauson Jct.....	11:41 p.m.
Newport Line—Leave Watts.....	11:50 p.m.

WHEN YOU ARRIVE AT THE BEACH GET YOUR IDENTIFICATION TAGS AT THE INFORMATION BOOTH, FOR DEPENDENTS AND GUESTS, WHICH WILL ENTITLE THEM TO—

(Note: To get the identification tags entitling you to the following privileges, it will be necessary for you to show your transportation, or Club membership card at the Information Booth.)

Free Check Room—(The regular Dancing Pavilion Check Room will be used, located near the main dance floor.)

Tickets to the Bath House and Dancing Pavilion—(Tickets may be secured for these privileges at specially constructed booths near the bath house and dance pavilion.—No war tax.)

Free Coffee and Lemonade—(This service may be had at the luncheon tables opposite the bath house.)

Also Ice Cream, Candy and Souvenirs for the children, located on the Beach at the south end of the bath house.

Also, Merry-Go-Round Tickets free to all children. (These tickets can be secured at a specially constructed booth near the Merry-Go-Round.)

PROGRAM

9:30 a. m. to 11:00 a. m.—

Baseball Game. (High School Grounds). Mechanical Department vs. Auditing Department. E. H. Pierce in charge of Mechanical Department team. J. A. Bertelson in charge of Auditing Department team. Cash Prize of \$25.00.

11:00 a. m. to 12:30—

Baseball Game. (High School grounds). Engineering Department Office vs. Bridge and Building Department. J. E. Nixon in charge Engineering Department Office team. J. F. Quinn in charge Bridge and Building Department team.—Cash prize of \$15.00.

1:00 p. m.—

Opening Exercises at Band Stand. Introductory address by O. A. Smith, President, Pacific Electric Club. Address by D. W. Pontius, Vice-President and Gen. Mgr. Pacific Electric Ry. Co.

1:30 p. m.—

Sports and Athletic Events on El Paseo in front of the Dance Pavilion.

(Notice: None but employees and dependent members of their families will be permitted to compete in any of the athletic events for prizes.)

Event No. 1.—

25-yard race for Boys, 8 years and under 12 years. First prize, \$1; 2nd, 75c; 3rd, 50c; 4th, 5th and 6th 25c cash.

Event No. 2.—

50-yard race for Boys over 8 and under 12 years. First prize, \$1; 2nd, 75c; 3rd, 50c; 4th, 5th and 6th, 25c cash.

Event No. 3.—

75-yard race for Boys over 12 and under 16 years. First prizes, \$2; 2nd, \$1; 3rd, 75c cash.

Event No. 4.—

Obstacle race for Boys, 12 years or under. First prize, \$1; 2nd, 75c; 3rd, 50c cash.

Event No. 5.—

Novelty dressing race for Boys. First prize, \$1; 2nd, 75c; 3rd 50c cash.

Event No. 6.—

25-yard race for girls, 8 years and under. First prize, \$1; 2nd, 75c; 3rd, 50c; 4th, 5th and 6th, 25c cash.

Event No. 7.—

50-yard race for Girls over 8 and under 12 years. First prize, \$1; 2nd, 75c; 3rd, 50c; 4th, 5th and 6th, 25c cash.

Event No. 8.—

75-yard race for Girls over 12 and under 16 years. First prize \$2; 2nd, \$1; 3rd, 75c.

- Event No. 9.—
75-yard race for ladies, over 16 years of age. First prize, \$5; 2nd, \$3; 3rd, \$2 (Mdse. Orders).
- Event No. 10.—
300-yard four-man relay race; each man to run 75 yards. Perpetual cup and \$20 cash prize.
- Event No. 11.—
Three-legged race for men (over 20 years of age), 75 yards. First prize, \$5; 2nd, \$3. (Mdse. Orders).
- Event No. 12.—
Sack race for men (over 20 years of age), 100 yards. First prize, \$2.50; 2nd, \$1.50. (Mdse. Orders).
- Event No. 13.—
Sack race for boys under 20 years of age, 100 yards. First prize, \$2.50; 2nd, \$1.50. (Mdse. Order).
- Event No. 14.—
100-yard race for fat men, weight 200 pounds and over; Waist measurement 44 inches and over. Perpetual trophy.
- Event No. 15.—
100-yard race for General Officers. Prize, special race trophy and box of cigars.
- Event No. 16.—
Free-for-all race, 100 yards, for men. Perpetual trophy.
- Event No. 17.—
Special feature race. L. H. Covell running 50 yards backwards, against opponent running 50 yards forward, who is to make turn around barrel at 25-yard mark. Who can beat him?
- Event No. 18.—
Novelty Egg and Spoon race for ladies over 16 years of age. First prize \$3; 2nd, \$2; 3rd, \$1. (Mdse. Order).
- Event No. 19.—
Watermelon contest. Boys, 1st prize, \$1; 2nd, 75c. Girls, 1st prize, \$1; 2nd, 75c.
- Event No. 20.—
Pie eating contest. Boys, 1st prize, \$1; 2nd, 75c. Girls, 1st prize, \$1; 2nd, 75c.
- Event No. 21.—
Marshmallow candy contest for boys and girls. First prize, \$1; 2nd, 75c.
- Event No. 22.—
Balloon Blowing contest for boys and girls, 8 years and under. Prizes, Candy, popcorn and peanuts.
- Event No. 23.—
Employee with the largest family in attendance. 1st prize, \$20.00 merchandise order; 2nd, \$10.00 merchandise order.
- Event No. 24.—
P. E. Rod and Gun Club Clay Pigeon Prize Shooting Contest: (To take place on the north end of the main pleasure pier—from 2:00 p.m. to 5:00 p.m.) Prize, Perpetual trophy.
- Event No. 25.—
Exhibition Pole Vault and High Jump. Mr. R. A. Houseman in charge.
- Event No. 26.—
Uniform Exhibition Drill by Company B 163rd Infantry of the California National Guard, consisting of Pacific Electric Employees. C. H. Belt, Captain.
- Event No. 27.—
Tug-of-War contest. Five minutes pull or 15 inches. Five men and captain to each team. Prize \$30. cash and trophy.
- Event No. 28.—
Horse-shoe pitching. In charge of George Wheaton. First prize, one pair nickle-plated horse-shoes; 2nd prize same.
- 2:00 p. m. to 5:00 p. m.—
Dancing in pavilion. Free to all having tickets.
- 4:00 p. m. to 4:30 p. m.—
Pacific Electric Chorus. Prof. Womersley in charge:

1. America
 2. Stars of the Summer Night.
 3. When You and I Were Young Maggie.
 4. The Heavens Resound.
 5. The Star Spangled Banner.
- 5:00 p. m. to 6:00 p. m.—
Pacific Electric Band Concert at Band Stand:
1. March—Gloria.
 2. Comic Opera Selection—Mlle. Modiste.
 3. Overture—Light Cavalry.
 4. Concert Waltz—Wedding of the Winds.
 5. (a) Novelette—Sparklets.
(b) Tone Poem—Water Lilies.
 6. Grand Opera Selection—Bohemian Girl.
 7. Medley of National Airs.
- 7:00 p. m.—
Boxing and wrestling exhibition in front of Pavilion on El Paseo.
- 8:00 p. m. to 12:00 m.—
Dancing in Pavilion. Prize waltzing, novelties and balloon shower. (At least one of the partners in couples participating in dance contest must be a P. E. employee.) Prize in dance contest (waltzing), \$5.00 merchandise order to gentlemen and \$5.00 merchandise order to lady.

NOTES OF INTEREST

Information Bureau—Special Information Booth will be maintained opposite entrance to Pavilion Building, where chairman H. T. Bennett will see that everyone is properly directed.

Kindergarten will be located on the Beach at the South end of the Bath House.

Nursery can be found in the southeast corner of the Pavilion (upstairs).

Hospital—Dr. Weber and a corps of nurses will be located at the Nursery.

Police and Order—Chief S. R. Florence and T. D. Veon will be in charge, with the co-operation of the Redondo Beach police department. They will have absolute charge of the race course and the policing of all events.

Information—Trainmaster Ward will be on hand to see that everyone is safely unloaded and loaded in cars.

Lost Children—Should be taken immediately to the Nursery (on second floor of Pavilion) where they will be taken care of until claimed by parents.

Pacific Electric Club will be closed all day.

For Absent Employees—

A large number of our fellow-employees will be working on this day to keep things going while we have a good time. In recognition of their service, the Management of the Company makes the following announcement:

"Employees, who, because of the nature of their duties, are unable to attend the picnic on August 26th, may enjoy an outing with their families at Redondo Beach as the guest of the Company at any time during the next six weeks by application to the head of department. Transportation will be furnished for employees and dependent members of their families upon request; also passes to the Bath House and Dance Hall."

OFFICERS AND COMMITTEEMEN IN CHARGE OF PICNIC ARRANGEMENTS

OFFICERS

President—Mort Stuart.
Vice Presidents—O. A. Smith, H. T. Bennett, G. W. Orr, E. C. Thomas, C. P. Hill, Earl Moyer, B. F. Manley, George Wheaton, J. J. Huemerich, J. L. Smale, O. D. Harris, J. G. Clark, Chas Lyons, E. H. Pierce, W. A. McCammond, L. A. Crooks, Dr. W. L. Weber, C. S. Swartz, G. B. Barclay, F. A. Shultz, J. M. Goepfert.
Secretary—W. H. Nixon.
Treasurer—G. A. Sparks.

COMMITTEES

Athletic Committee—E. H. Pierce, Chairman.
L. H. Covell, F. B. Howe, A. S. Kuderna, L. H. Appel, Earl McCall, R. A. Houseman, B. F. Manley, H. O. Marler.
Dance Committee—Earl Moyer, Chairman.
W. C. Bonser, H. R. Grenke, H. Preston.
Tickets for Dance Committee—F. A. Shultz, Chairman.
R. M. Hyde, J. M. Gowanlock, L. D. Bailey.
Information Bureau Committee—H. T. Bennett, Chairman.
C. P. Hill, Earl McCall, F. B. Howe, A. S. Kuderna.
Bath House Committee—G. W. Orr, Chairman.
T. W. Kennedy, W. M. Brooks, M. C. Brucker.
Hospital and Nursery Committee—Dr. W. L. Weber and Assistants.
Refreshment Committee—C. S. Swartz, Chairman.
F. G. Volkhart, J. Richards, A. F. Minor, R. D. McKesson, S. E. Cooper.
Police and Order Committee—S. R. Florence, T. D. Veon.
Tug-of-War Committee—J. M. Goepfert, Chairman.
L. B. Denton, A. Herskind, E. A. Stevens, F. W. Nichols.
Horse-Shoe Pitching Committee—George Wheaton, Chairman.
W. W. Robbins, M. T. Spencer.
Wrestling Committee—J. J. Huemerich.
Boxing Committee—L. A. Crooks.
Official Announcer—Dan Toby (Courtesy, of Mullen & Bluet) Official Recording.
Secretary of Events—H. D. Turner.
Official Cartoonists—A. F. Wilkins, Tom Atkins.
Concession Committee—J. L. Smale, Chairman.
F. L. McCulley, J. Langley, C. L. Blades.
Publicity Committee—E. C. Thomas, Chairman.
E. H. Sharpe, J. A. Birmingham.
Custodian of Prizes—O. D. Harris.
Athletic Preparations Committee—J. G. Clark, Chairman.
G. B. Barclay, J. L. Smale, C. Thorburn, T. J. Day, S. A. Bishop, A. O. Williams.
Transportation Committee—C. P. Hill, Chairman.
H. J. Steitz, Secretary.
F. E. Peachey, R. H. Dorman, W. B. Foote, A. O. Williams, W. E. Booth, H. C. Ward, A. C. Moll, W. L. Rich, A. W. Day, H. R. Dearborn, F. L. McCulley.
Children's Entertainment Committee—W. A. McCammond, Chairman.
Chas. Lyons, D. J. Finley, B. L. Brown, R. H. Ross, L. J. McGrath, B. C. Chase, W. R. Osborn.
P. E. Rod & Gun Club Committee—B. F. Manley, Chairman.
J. G. Clark, Leroy Spafford.
Judges for Athletic Events—
S. A. Bishop, O. A. Smith, J. L. Smale, T. J. Day.
Starter of Races—L. H. Covell.
H. O. Marler, Assistant.
Referee of Boxing Events—L. A. Crooks.
Referee of Wrestling Events—J. J. Huemerich.
Umpire for Base-Ball Games—F. E. Peachey.
Official Photographer—Stagg Photo Service

MECHANICAL DEPARTMENT NOTES

By Willis M. Brooks



TORRANCE
THE THRONE OF MODERN INDUSTRY
ANNUAL FIESTA -
AUG. 15 - 19 - INC.
1922



Down at Torrance, the Industrial City, where our great shops are located, there is a great deal of rivalry going on as to which industry has the greatest amount of pep, pull and persuasion—the Pacific Electric Mechanical Department, or the Union Tool Company. The answer to the argument will be given when the votes are counted in the Queen Contest now going on, and which closes about August 15th. The lady chosen will become Queen of Industry at the Annual Fair, August 15-19 given under the auspices of the Torrance Chamber of Commerce.

Naturally everyone around the Pa-

cific Electric, regardless of which department they are employed in, will line up for Miss Ileen Straub, daughter of Shop Superintendent Ed. Straub, the candidate of this company, not only because of being the daughter of one of our best known fellows, but because of the charming Miss Straub herself.

Votes cost money—a cent each—and it is going to take a number of red cents to elect her, for the U. T. crowd are very busy. The tunds derived go to make the fair a success and we are all interested in the success of Torrance—and Miss Straub.

This is a "family" affair. If every member of our big family will send in a few dimes, we win.

Do your contributing now. Do not wait. Send in whatever you care to. To W. M. Brooks, care of Mechanical Department Offices, Room 602, P. E. Building, Los Angeles.

Miss Lola McElroy spent an enjoyable vacation touring the Yellowstone Park.

Mr. A. J. Goulding, chief clerk, has been confined to his home the past week by sickness.

Mr. P. J. Bosanko is the elated dad of a 9 lb. baby boy. Congratulations.

Mr. George Wheaton, foreman plater, in a grand-daddy. This is the first celebration of the kind for Mr. Wheaton and he is certainly a proud grand-father.

Mr. and Mrs. Jimmie Litch, after an enjoyable honeymoon spent in the Yosemite, have returned to the "job" and the congratulations of their fellow workers. Happy days to you, Mary and Jim.

The marriage of Mr. Jack McEwing, foreman of the Blacksmith Shop and Miss Ida Mattie of Glendale is announced. The happy couple motored to San Francisco via Yosemite on their honeymoon. Congratulations and best wishes.

We have also just learned that Mr. McEwing, announcement of whose marriage appears in this issue is the recipient of a mighty fine set of table silver of 70 pieces, given by his many friends in the P. E. family as a token of their good wishes.

Miss Mable Christopher of the Mechanical Superintendent's office has launched forth on the great adventure, having been married to a Mr. Woodford. A very handsome cut glass fruit dish was presented to the happy bride by her many friends in the office. All join in congratulations and best wishes.

The marriage of Mr. Thomas T. Cassidy and Miss Catherine Ferrell is announced as having been consummated at the Church of the Holy Cross on the 26th. Mr. Casey has a long record of faithful proficiency in the service, having started as an apprentice armature winder. During the World War he served across seas with honor and valor, coming home with chevrons on his sleeves. Mr. and Mrs. Cassidy will make their home in Torrance. Welcome to our city.

Obituary

Richard Clark Nelson
born Dec. 3, 1880,
died June 30, 1922.

Mr. Nelson entered the service as a machinist in the L. A. Power house in 1899 and since has served in several capacities for the Pacific Electric. Mr. Nelson's cheery smile and joke and ready sympathy and interest in his fellow men won a host of friends who mourn with us in his departure.

"It is grotesquely unfair to tax the general public or all automobilists for the construction of extraordinarily heavy roads to serve a transportation system rivaling the railroads in weight and volume of traffic handled. Neither is it just to assess general property or the automobile owner for the maintenance of lighter roads, chewed up by trucks carrying excessive loads."—Seattle Times.

Teacher: This makes four times I've had to punish you this week Bobby, what have you to say to that? Bobby. I'm glad it's Friday.—Exchange.



This is Baby Florence Froude, generally known as "the little Goldfish" of Urbita Springs. She is pulling this boat across the lake at Urbita, swimming with her hands handcuffed behind her and belt fastened around her waist, to which is attached the rope as shown in the picture. Six men whose weight approximated 900 pounds constituted the cargo, and "the Goldfish" started this boat, which was not in motion, from the bank of the lake and swam the width of the lake, towing the boat and its six occupants. This feat was performed some years ago by a man in New York, and his fame was heralded over the entire country. It would scarcely seem possible that it could be duplicated by a little 6-year old girl, but "the little Goldfish" had already demonstrated in her rehearsals that she was quite equal to the herculean task.

GUARD'S TRIP TO MONTEREY

On the afternoon of July 15th, Company B, of the 160th Infantry known as the "Pacific Electric Company," 53 men and 3 officers, joined the other units of the Regiment and entrained at the S. P. Station for Del Monte, Monterey County. We arrived at Del Monte at 9:15 a.m. on the morning of the 16th. The Regiment detrained and marched to the camp which was about a mile and half from the station, with our band leading the Regiment. The inspector stated that in his 30 years service with the regular army he had never witnessed a more

orderly and quiet detraining movement.

Arriving at the camp, everybody's spirits dropped to below par on account of seeing the condition it was in. The tents were not put up, the Company streets were six inches in sand, but after a day and a half of hard work the camp was put in first class condition and our spirits began to rise.

The training at this year's encampment differed greatly from other encampments. Close order drill was practically eliminated and instructors and inspectors chose combat exercises instead. This proved to be very satisfactory and before the end of the camp our Company was putting on the demonstrations for both of the Regiments. Men were firing ball ammunition at a trench located on a hill, with machine guns, 37 millimetre guns, and trench mortars also firing at this same point. The only thing that was lacking was an enemy firing back at us. This method of training proved very beneficial to the men and they enjoyed it far better than the old "Squads Right" and "Squads Left" drill.

The 106th Infantry, which is the Los Angeles regiment, received the rating as being one of the best, if not the best regiment in the National Guard of the United States. Company B, or the Pacific Electric Company, was rated as the best National Guard Rifle company in the Ninth Corps Area. We are very proud of this record and we know that the officers and employes of the Pacific Electric will be equally proud. During the encampment our sanitation inspection ran straight 100 per cent for every day in camp. This is a remarkable record.

Mess was very good, and many members of the Company gained as high as 15 pounds during the 15 days encampment. It is no secret that the men in our Company messed better than the officers of the Regiment. This was due to the efficient manner in which Mess Sergeant Smith, and Cooks Sturzenaker and Singer handled the mess.

The men were given two Wednesday afternoons and Saturday afternoon and all day Sunday off. Many of them took trips around what is known as the Seventeen Mile Drive,

which is in one of the scenic drives of California. The majority of the men, however, wanted to go fishing, and some 25 or 30 chartered two launches and left early Sunday morning. It seemed that it was very rough out in the channel and many humorous stories have come to light since that fishing trip. However, we brought in some 150 to 200 pounds of fish and we had one large fish dinner with trimmings included.

On our return trip to Los Angeles we boarded the trains at 6:10 a.m. Sunday morning, the 30th, and reached Los Angeles at 7 p.m. the same evening, where the Regiment paraded from the Arcade Station to Broadway, down to Seventh and Hill Street, and Hill Street to B. & M. Cafeteria, where our commanding officer, Colonel Walter Story, bought a dinner for the entire Regiment at his own expense. The Colonel has shown himself to be a remarkable man, and every one of us are for him, first, last and all the time.

Taking everything into consideration, we had a wonderful time, plenty of work, plenty of play, and came back to Los Angeles feeling more fit to do justice to the Pacific Electric Railway in our different lines, and proud that we are working for a corporation who supports the National Guard as they do. We wish to thank Mr. Pontius and the other officers for putting themselves out to allow us to be away during the busy summer season.

We ask the cooperation of every employe and every officer of the Pacific Electric Railway Company. The time might come when you need the National Guard, and you can rest assured that as long as you give it the support you have, you will never have to be ashamed of it. The National Guard today is a stronger unit than the regular army, and officers who know will state that our own company rated far better than the regular army demonstration company that was sent from the Presidio to Monterey in order to show us how to put on the work.

Motorist—I have not paid a cent for repairs on that machine during all the ten months that I've had it.

Prospective Buyer—So the man who repaired it told me—Exchange.

The Flapper Problem

"We sent our daughter to cooking school to get her mind off her piano banging."

"Did the plan succeed?"

"Yes. Now we're trying to persuade her to take up political economy to get her mind off the cooking."—(Boston Transcript.)

Nurse: Why Bobby, you selfish boy. Why didn't you give our sister a piece of that apple?

Bob: I gave her the seeds. Now she can plant 'em and have a whole orchard.—Exchange.

PASSENGER TRAFFIC DEPARTMENT CHANGES

Announcement has been made of several changes in the Passenger Traffic Department by Passenger Traffic Manager O. A. Smith, effective August 1st, the most notable of which is the appointment of H. O. Marler, General Agent to the newly-created position of Assistant to Passenger Traffic Manager, in which position Mr. Marler retains his former supervision of service and solicitation, and assumes supervision of the Passenger Traffic Department in the absence of Mr. Smith.

Mr. Marler's appointment comes as a very just reward, not only because of his seniority of service but in recognition of his ability and loyal attention to the company's interests. His service with this company dates back to 1904, when, as a youngster, he entered



the offices of the Los Angeles-Pacific Railway (now a part of the Pacific Electric) as a junior clerk, and general utility boy. Later he became a ticket agent, and successively was made Assistant Agent and Agent at Hill Street Station, until the consolidation of lines in 1910, when he was appointed Ticket Stock Clerk, later and in succession becoming Traveling Traffic Inspector, Chief Clerk Passenger Department, Traveling Agent, and General Agent.

During the war, he took time off to do a batch of fighting in Europe with the famous "91st" as a Regimental Sergeant-Major.

The knowledge of the appointment of H. O. Marler as assistant to Mr. Smith will be received by his many friends, both in and out of the company, with much gratification.

With the increase of motor bus feeder lines in cities on our system came the necessity of direct supervision, so the management has created the office of Manager of Motor Bus Service, and has appointed to that position Mr. J. A. Birmingham, whose former title was Traveling Passenger Agent.

"Jack," as he is familiarly known, dates his railway experience back to "hoss" car days, having begun with the London Street Railway Company of London, Ontario, in 1895, when that company relegated its "old hoss" cars to the scrap heap, replacing them



with electric cars, and during the breaking-in period, had the pleasure of driving one of the old nags for one half day.

He remained with that company in the capacity of conductor for five years, and from there he went to Milwaukee, Wisconsin, where he followed the same line of work with the T. M. E. R. and L. Co. for about four years.

Came to California in 1906, from which time he has been with the Pacific Electric Railway Company as conductor on the Northern Division, and Guide on the Old Mission Trolley Trip until 1917, when he entered the General Passenger Department as Traveling Traffic Inspector, being promoted to Traveling Passenger Agent in 1919, remaining in that position until August 1st, 1922, when appointed Manager of Motor Bus Service.

Effective August 1st, 1922, E. H. Sharp has been appointed Special Representative, Executive Department. A "Bureau of News" has also been created of which he will have charge. Mr. Sharp has been connected with the Traffic Department in various capacities during the past ten years.

The foregoing changes made other shifts necessary in the Department as follows:

H. D. Priest, becomes traveling Passenger Agent, vice J. A. Birmingham.

M. C. Brucker, becomes Ticket Stock Clerk, vice H. D. Priest.

H. F. Gentry, becomes Ticket Agent, Passenger Traffic Dept., vice M. C. Brucker.

Ralph Dimon, becomes Asst. Ticket Stock Clerk, vice Gentry.

Walter V. Mack, Junior Clerk, moves to desk formerly held by Mr. Dimon, handling newspaper and advertising accounts.

FIRM CHANGES NAME

An old firm, under a new name appears in this issue of the Magazine on last page, in that the V. A. Corrigan Co., succeeds P. J. Flaherty & Co., the location being the same as formerly, 631 South Main Street.

The V. A. Corrigan Co., are by no means strangers to us, as J. E. Adams who is part owner, and Manager of the concern, has been with that Company for more than a year, and has made a great many friends in the Pacific Electric family. We wish them success for the coming years as their association with us makes them one of the family.

PATIENTS AT PACIFIC HOSPITAL

R. E. Mead, Lineman Signal Dept.; Robert Sabins, Section Storekeeper; Glen C. Noble, Lineman, Electrical Dept.; Thos. Eagan, Janitor, Macy Carhouse; D. E. James; George McCue.

RESPECTFULLY REFERRED TO W. C. W.

In The Los Angeles Times, of recent date, appeared the following little squib among a column of "observations about town," that should prove of interest to Supt. W. C. White, of the Western Division. A number of years ago, our old friend and former Superintendent W. T. Maddox remarked upon a similar situation: "That's the only convincing evidence of a paying load." The Times says:

"Dr. C. B. happened to be in a local movie studio when the star came in late. She explained that the cars were so crowded she had to let several pass, then finally squeezed on one. 'Was that one crowded, too?' the director asked. 'Crowded!' was the reply, 'there was such a crush on that several men were forced to stand!'"

MAKE THE REPORTS

Recently a Claim Investigator spent several days in an effort to locate a Conductor and Motorman who were concerned in an accident to a woman passenger who fell or tripped on a rail after leaving their car. When found the men admitted that they knew about it but because the woman had said at the time she fell that she was not hurt they had made no report. The accident, seemingly trivial, has cost the Company several hundred dollars and much unnecessary expense because of the failure of the crew to make accident reports. Do not fail to report anything of the kind which may happen on or near your car. It gives the claim department something to work on and means much to the hard-working Investigator.

AGENCY CHANGES

Effective August 3, 1922, Mr. A. R. Stevan was appointed Agent at Garden Grove. Mr. Stevan entered the service of the Company as Relief Agent on April 28, 1921; received the Agency at Compton by bid, where he has been located until his latter appointment to Garden Grove Agency.

On July 13th, 1922 Mr. C. Whiteley was appointed Agent at Brea, vice W. L. Moore. Mr. Whiteley was prior to this Agent at Garden Grove.

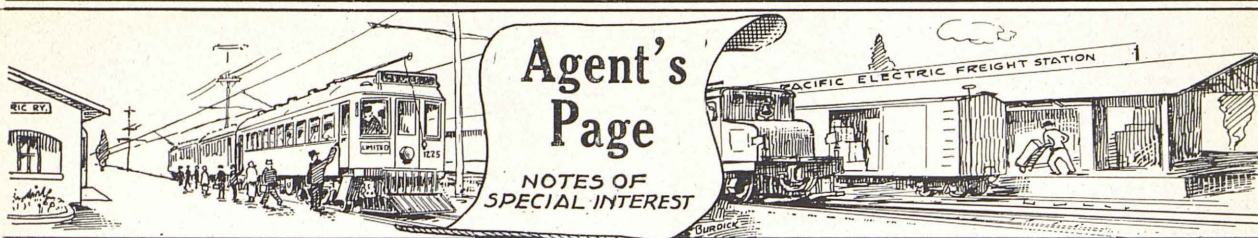
During a conversation between an Irishman and a Jew, the Irishman asked how it was that the Jews were so wise.

"Because," said the Jew, "we eat a certain kind of fish," and he offered to sell one for ten dollars.

After paying his money, the Irishman received a small dried fish. He bit into it, then exclaimed: "Why this is only a smoked herring."

"See?" said the Jew, "You are getting wise already."—O. B. Bulletin.

She—You've been drinking whisky. Amateur Distiller—Thank you.



THE LOCAL AGENT

The real railroad agent, whether he be handler of freight, tickets or baggage, or a combination of all three, is not only a "Live Wire"—he represents to the great travelling and shipping public the railroad by which he is employed.

He is to the railroad what the man in the first line trenches is to the Army, he is the point of contact between the Company and the public.

As the manufacturer is judged by the kind of salesman he sends out so is each railroad judged by the men who represent it—the agents. The local agent is one of the most important cogs in the wheels of a railroad's progress. He is in better position to make or break his company than perhaps any other person. He can make friends or enemies, he can get business or lose it, he can add to or subtract from the railroad's revenue.

The agent has wonderful possibilities—not only for himself but for making his road "The" road in the territory in which he serves.

Agents are the local advertising men of a railroad. If the agent is a wide-awake employee the people of his community will hear favorably about the Pacific Electric.

There are agents, of course who are poor advertisers, they are not leaders in their town. Such agents on the Pacific Electric, however, are few and far between. Any agent has an opportunity to be one of the leading men of his city and to make the Pacific Electric services known to all citizens. People prefer to transact business with their friends, therefore the Pacific Electric agent who makes friends of all persons with whom he comes in contact with is the best asset the Company can have.

Every employee of the Road should be interested enough in the welfare of the road to take every opportunity to solicit freight traffic for it. Each and every employee should consider himself a soliciting agent, in addition to any other duties that may be assigned him. By so doing you will not only advertise our road but prove your loyalty as an employee. Employees in every branch of the service can aid very materially in the solicitation of business by using their personal influence among their friends in commercial business to have shipments moved by rail.

The railway business is the business of manufacturing transportation. No manufacturing business can be successful unless its organization is highly efficient, not only in production of serv-

ice but in salesmanship as well. If a concern year by year is making a larger and better product, is making it with relatively greater efficiency and economy, and is selling it at less and less profit to itself, can there be more than one explanation of what is the matter with it. The true and only explanation must be that it is failing to "Sell" itself to its customers adequately, wisely and effectively.

Our Local Representatives are numbered among the most important factors we have in securing business and the importance of continuous activity on the part of station forces should be realized to the fullest possible extent.

NEW PACIFIC STEAMSHIP SERVICE

Beginning July 14, 1922, the Admiral Line has inaugurated what is claimed to be not only the fastest, but the most luxurious coast-wise service in the world.

The Steamship "H. F. ALEXANDER" formerly the "GREAT NORTHERN" and the U. S. "COLUMBIA," flagship of the mighty Atlantic Fleet is said to be America's fastest and most distinguished Steamship.

A seventeen hour service has been established between Wilmington and San Francisco and a sixty-four hour schedule is advertised from Wilmington to Seattle and Tacoma.

THE AGENT'S PAGE

The Agent's Page was inaugurated for informative, personal or chatty items of interest to be submitted by agents and station forces. If you have been promoted, transferred or if you know of any freight or ticket office friends who have been, which other agents or employees would be interested in, send the information in.

This is your page and contributions will be gladly received.

SERVICE TO HONOLULU

The Los Angeles Steamship Company as Managing Agents of the U. S. Shipping Board announce the inauguration of a direct fast passenger and freight steamship service between Los Angeles Harbor and Honolulu, Hawaii, of the Steamers "CITY OF LOS ANGELES" of 22,500 tons and "CITY OF HONOLULU" 17,000 tons. The first sailing being the Steamer "CITY OF LOS ANGELES" from this port September 9, 1922 followed by the Steamer "CITY

OF HONOLULU" September 23rd and every fourteen days thereafter, sailing being on alternate Saturdays at twelve o'clock noon.

The sailings from Honolulu commence with the sailing of the Steamer "CITY OF LOS ANGELES" from Honolulu Sept. 23rd and every fourteen days thereafter sailing on alternate Saturdays at twelve o'clock noon.

It is the object of this Company to provide from this port the most consistent and dependable service that traffic conditions at all seasons of the year will permit. The duration of the voyage between the ports is six and one half days, giving a service on a parity as to duration of voyage as the vessels of any other Companies operating from other Pacific Coast ports.

These vessels were originally German built vessels under the names of "Grosser Kurfest" and "Frederick der Grosse" respectively and were renamed the "Aeolus" and "Huron" respectively when in use by the Munson line between New York and Buenos Ayres and when allocated to this Company again renamed the Steamships "City of Los Angeles" and "City of Honolulu" respectively.

Both of these steamships are perfectly equipped for the carriage of all classes of cargo permitted on passenger carrying vessels and also have an unusually large amount of refrigeration space. This Company is a party to all demurrage agreements in connection with the terminal rail carriers serving this port and is very desirous of securing all overland and transcontinental freight via this port possible.

The rates, rules, regulations, terminal charges, privileges and allowances at Los Angeles Harbor are exactly on a parity with those through other Pacific Coast ports and in some instances less.

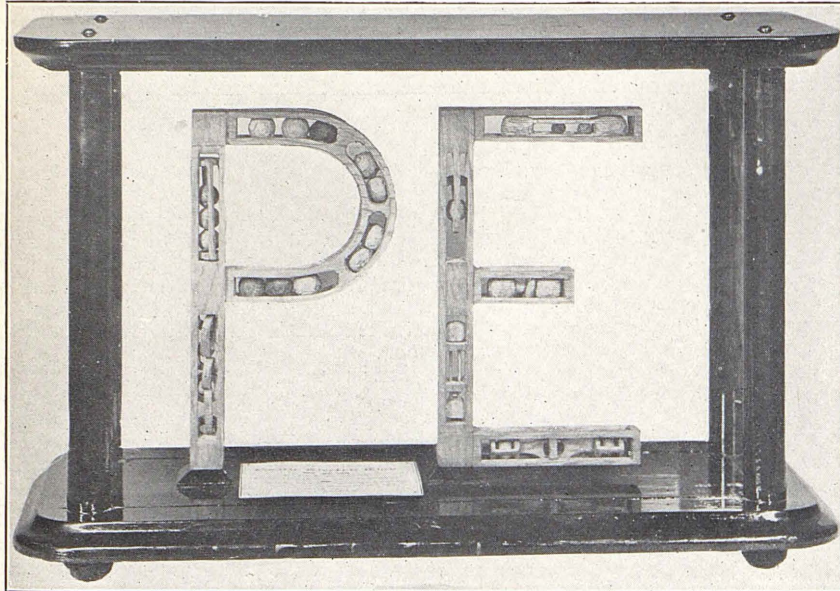
The same domestic import and export rates of the transcontinental tariffs apply to Los Angeles Harbor as to other Pacific ports of export.

Through bills of lading on west traffic will be issued by all rail carriers and the Steamship Company will issue through eastbound bills of lading in connection with all rail carriers.

Marine Insurance on all classes of cargo will be provided by this Company upon application or endorsement on bill lading providing value is given and kind of coverage desired. Premiums for such insurance are in all cases additional and may be advanced against cargo or prepaid at port of export by shipper.

PACIFIC ELECTRIC CLUB AFFAIRS

C. M. STUART, ASSOCIATE EDITOR



Presented to the Pacific Electric Club
By
LUTHER A. HYDE
Mechanical Department, Torrance, Cal.
This specimen cut from solid pieces
of wood with ordinary pocket knife
only.

CLUB CALENDAR

August 11—September 11

Friday, August 11

Regular Movie Show in Auditorium
at 7:45 P.M.

Monday, August 14

Pacific Electric Band Rehearsal at
8:00 P. M.
Pacific Electric Chorus Rehearsal
at 8:00 P.M.

Tuesday, August 15

Northern Division Safety Commit-
tee Meeting in the Assembly Hall
at 2:00 P. M.

Western Division Trainmen's Meet-
ing in the Assembly Hall at 8:00
P. M. Refreshments served after
meeting.

Friday, August 18

General Staff Meeting in Assembly
Hall at 10:00 A. M. Extra movies
in the Auditorium at 10:30 A. M.
and 2:30 P. M. for benefit of the
Pacific Electric Trainmen.

Regular Movie Show in Auditorium
at 7:45 P.M.

Monday, August 21

Pacific Electric Band Rehearsal at
8:00 P. M.
Pacific Electric Chorus Rehearsal
at 8:00 P.M.

Friday, August 25

Regular Movie Show in Auditorium
at 7:45 P.M.

Saturday, August 26

Pacific Electric Employee's Annual
dondo Beach.
Picnic and Grand Reunion at Re-
Pacific Electric Club closed all day.

Monday, August 28

Pacific Electric Band Rehearsal at
8:00 P.M.

Pacific Electric Chorus Rehearsal at
8:00 P.M.

Thursday, August 31

Election of Executive Committee
members of the Pacific Electric
Club.

Polls close at 11 P.M. Thursday,
August 31.

Friday, September 1

Regular Movie Show in Auditorium
at 7:45 P. M.

Monday, September 4

Pacific Electric Band Rehearsal at
8:00 P. M.

Pacific Electric Chorus Rehearsal at
8:00 P. M.

Tuesday, September 5

Southern Division Safety Commit-
tee Meeting in the Assembly Hall
at 2:00 P.M.

Wednesday, September 6

Pacific Electric Club Executive
Committee meeting in Assembly
Hall at 2:00 P.M.

Thursday, September 7

Pacific Electric Club Grand Ball in
celebration of the first dance of the
winter season. Dancing from 8:30
P.M. to 11:30 P.M.

Friday, September 8

Western Division Safety Commit-
tee Meeting in Assembly Hall at
2:00 P.M.

Regular Movie Show in Auditorium
at 7:45 P.M.

Monday, September 11

Pacific Electric Band Rehearsal at
8:00 P.M.

Pacific Electric Chorus Rehearsal at
8:00 P.M.

CLUB EXECUTIVE COMMITTEE MEETING

The regular monthly meeting of the Executive Committee of the Pacific Electric Club, held in the Committee Room of the Club, on Wednesday, July 5th, 1922, was called to order at 2:15 P.M.

The roll was called and the following members found absent: R. H. Dorman, A. O. Williams, L. H. Covell, F. B. Howe, C. L. Blades, G. W. Orr, W. W. Robbins, W. M. Brooks, R. M. Hyde, T. W. Kennedy, J. M. Geopfert, R. D. McKesson, Earl McCall, W. A. McCammond, S. A. Bishop, H. A. Culloden, C. Thorburn.

Minutes of the previous meeting were read and approved.

The following financial report was made by the Manager of the Club:

Club Fund

Balance on hand May 31st ..\$ 85.65
Receipts 986.25

Total1071.90
Bills and expenses 546.29

Balance on hand June 30th.... 525.61

Relief Fund

Balance on hand May 31st ..\$1229.88
Receipts 453.55

Total 1683.43
Paid out in relief 825.00

Balance on hand June 30th .. 858.43

Mortuary Fund Payments

Roy Weaver, Mechanical Dept. Beneficiary, Gilbert D. Webb, amount\$692.40
Earl W. Morris, Mechanical Dept. Beneficiary, Mrs. Lola F. Morris. Amount\$649.55

Report of Manager

The entertainment held at Urbita Springs, June 24th, was a great success, and from the reports that have reached the management, everyone who attended had an enjoyable time. Mr. Finley of San Bernardino, made a very favorable report on behalf of the employees in that section.

Mr. H. Womersley of the Mechanical Department, Macy Street, has been appointed Director of the Pacific Electric Chorus, to take the place of Miss Sabel, who resigned in order to give more of her time to California's Pageant of Progress and Industrial Exposition which is to be held at Exposition Park, August 26th to Sept. 9th. Mr. Womersley is very competent and efficient, and is in a position to devote a great deal of his time to the welfare of the Chorus.

The Chorus will sing at the Movie Shows in the near future, and will also give a concert at the Pacific Electric Employee's Picnic and Grand Reunion to be held at Redondo Beach, Saturday, August 26th. Arrangements have also been made for the Pacific Electric Band to be present on that date, and a good musical score is being prepared by the Director. The Manager is in receipt of a letter from Mr. C. H. Belt, Captain, Company B., 160th Infantry, California Na-



**MEMBERS OF THE P. E. CHORUS
APPEARING ON PHOTO**

Alexander, E. B.; Bitrue, J. A.; Becker, Nick; Brown, Mrs. John; Galbary, Lola; Gerlach, Henry; Horton, Mrs. Emma; Hatch, Adela M.; Johnson, C. R.; Johnson, Mrs. C. R.; Lee, Bessie; Manley, Clifford; Ottersted, L.; Parker, W. D.; Sans, P. Chas.; Sans, Ana; Sans, Mrs. C. P.; Smith, Anna B.; Sanchez, Daniel; Snodgrass, Beatrice; Womersley, Prof. H.; Wright, Allen Mrs.; Wright, Allen.

**MEMBERS OF THE PACIFIC ELECTRIC
CHORUS**

Alexander, E. B.; Baldrick, Mary; Bitrue, J. A.; Baxter, R. I.; Becker, Nick; Brown, Mrs. John; Boswell, G. M.; Cutiess, George J.; Davis, Pearl; Davis, Mrs. Preston; Davis, Pearl L.; Ellsworth, Vincent; Ellsworth, Olivia; Ellsworth, Mrs. E. B.; Espinosa, Fred; Erickson, Eunice; Halbary, Lola; Gerlach, Henry; Halen, H. A.; Hunkin, Eldred E.; Horton, Mrs. Emma; Hanselman, Virginia Love; Hatch, Adela M.; Heiskind, Anna; Hyde, M. R.; Johnson, C. R.; Johnson, Mrs. C. R.; Jenkins, J. F.; Lee, Bessie; McElroy, Madge; McOrmand, E. Albert; McCumsey, B.; Massingole, W. E.; Manley, Clifford; Mehring, Priscille; Norborn, A. E.; Otterstead, L.; Partington, Mrs. M. -A.; Parker, W. D.; Spencer, Robert A.; Sadler, J. W.; Sans, Chas.; Sans, Anna; Sans, Mrs. C. P.; Sauter, Gladys; Smith, Anna B.; Soder, A.; Seccombe, Clara; Seccombe, Lena; Sanchez, Daniel; Snodgrass, Beatrice; Swartz, B. V.; Wright, Allen; Wright, Mrs. Allen; Wheaton, D. W.; Wilson, William; Willson, Francis; Wilson, Mary; Womersley, Prof. H.

tional Guard, advising that his company, which is composed of Pacific Electric employees, will give an exhibition drill on that day.

The regular Thursday night dances held at the Club have been discontinued for the summer season, Thursday, June 29th, being the grand farewell ball. The season will open again Thursday, September 7th.

Mr. Pontius has granted transportation to employes wishing to attend

the Chorus rehearsals on Monday evenings at the Club. This privilege can also be obtained by those desiring to attend Chorus rehearsals for California's Pageant of Progress, which are held every two weeks at Blanchard Hall.

The Movie Show transportation is greatly appreciated by all, and no further complaints have been received in regard to its use.

Close to two hundred and fifty names have been received for membership in the Masonic Club. Application forms will be prepared and forwarded to the applicants.

The reservations at the Camp for July show a large increase over the same month last year. The management is hoping that this will be the case throughout the remainder of the season. The Motor Transit Company are giving very good service between San Bernardino and the Camp, cooperating with the company in every way. Telephone service has been established, due to the kindness of the Arrowhead Lake Company in allowing us to connect with their line.

The membership drive, which is being handled thru the Club office, is bringing very gratifying results. The suggestion made by Mr. Drake at a previous meeting, that a booklet describing the different privileges of the Club be printed and distributed among the new employes, is being considered.

New Business

Arrangements are being made to install a water heater at the Ocean Park Car House, also to furnish wash basin, towels and soap for the benefit of the employes at that point.

Mr. Stuart requested the following committeemen to meet with him after

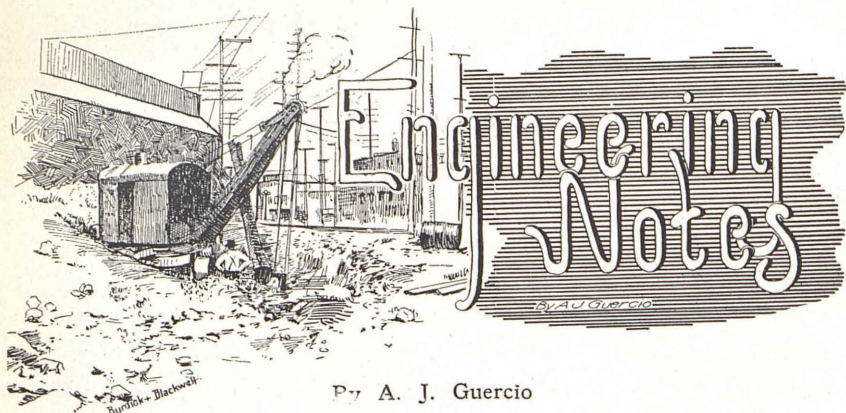
adjournment to discuss preliminary arrangements for the Picnic and Grand Reunion: C. P. Hill, G. B. Barclay, H. T. Bennett, F. A. Shultz, E. H. Pierce, A. F. Wilkins, W. R. Osborn, J. Richards, H. Preston, D. J. Finley, B. L. Brown and M. C. Brucker. Sub-Committees will be appointed at a later date.

Mr. Drake asked for information in regard to what treatment the employes who pay 75c monthly to the Hospital Association would receive. Mr. Smith stated that he would take this matter up with Dr. Weber of the Medical Department, and secure a report in detail. A report covering the financial standing of that department will also be requested.

Several members of the Committee reported neglect and inattention in the service rendered by company doctors at Glendale and Redondo. Mr. Smith will refer this matter to Dr. Weber for further investigation.

Mr. Drake asked if arrangements could be made for employes of the Mechanical Department at Macy Street to purchase homes from the company in the same manner as granted employes at Torrance. Mr. Smith stated such arrangements were impossible. The reason the company has taken up the housing plan for the employes at Torrance is on account of arbitrarily moving the Mechanical Department from Seventh & Alameda Streets to Torrance, and thereby making it necessary for a great number of our employes who lived in Los Angeles to change their residence to Torrance, so that they could be close to their work.

There being no further business, the meeting adjourned at 3:50 P.M.



By A. J. Guercio

During June and July the following work has been reported as completed:

Construction of team track 270 ft. long at Artesia St. Santa Ana on the Santa Ana Line to serve a growing industrial district in the western portion of the city of Santa Ana. This work included a paved driveway 25x150 feet to facilitate teaming to and from the track.

Electrification including overhead and bonding of approximately 200 ft. of Los Angeles Municipal tracks that lead from Southern Pacific track No. 6 opposite Pier "A" Wilmington, to permit the operation of interchange track facilities which have recently been rearranged by the city of Los Angeles and the Southern Pacific Co.

Construction of a storage and team track 490 ft in length at Commonwealth and Lawrence Ave. Fullerton on the La Habra-Fullerton line to provide additional trackage for the storing of equipment and serve freight shippers.

Construction of 264 ft. spur track to serve the Whitehead Lumber Co. at Artesia St. Santa Ana on the Santa Ana line to serve new industry handling lumber and other building material

Construction of a spur track 400 ft. in length to serve the Long Beach Milling Co., at North Long Beach (Willowville) on the Long Beach line, serving industry handling hay, grain, and feed supplies. This work included paving driveway to permit of teaming to the spur.

Installation of industry spur track 570 ft. long to serve the Almagated Oil Co. at Los Nietos on the La Habra line for the handling of oil well supplies to the new oil field developing in the vicinity of Santa Fe Springs and vicinity.

Construction of a temporary spur track to serve the Standard Oil Co. at Nedio St. on the Hawthorne-El Segundo line for handling of material during the construction of a new reservoir at the industry's plant.

Shifting of 220 ft. of existing spur and construction of 480 ft. of new spur track to serve the Whittier Groves, at El Ranchito, on the Whittier line, to facilitate increased citrus shipments from this locality.

Extension of 85 ft. to Industry spur serving the Hollywood Fireproof Stor-

age Co. at Santa Monica Blvd. and Highland Ave. on the Colegrove line at South Hollywood, to facilitate additional shipments to and from storage warehouse.

Extension of 170 ft. to spur serving the Lounsberry & Harris Lumber Co. at Santa Monica Blvd. and Seward St. on the Colegrove line, south Hollywood, to facilitate the increased shipments of lumber and other building materials handled by this industry

Installation of spur track 365 ft. in length at Culver Jct. on the Santa Monica Air Line to serve the Standard Oil Co. which is constructing an oil distributing station to serve the territory in the vicinity of Culver City and Palms.

Construction of spur 620 ft in length to serve Lemon Growers Exchange Packing House on Stowell St., Ontario on the San Antonio Heights line, where the industry is erecting additional new buildings for the handling of citrus crops.

Installation of Automatic Flagman at California St. on the San Bernardino-Redlands line to reduce the hazard of accident caused by obscured view from the adjacent Orange groves.

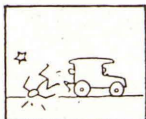
Placing of driveway at the San San Pedro Passenger Station 6th St. Harbor Blvd., San Pedro to permit the use of the house track as a team track thereby providing much needed shipping facilities. This work included placing of drainage pipes and fence.

Repairs to beet unloading device at Dyer on the Santa Ana-Huntington Beach line, to handle beet shipments from the Santa Ana Sugar Co.

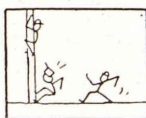
Construction of two vaults 4' wide,

Ten Little Linemen

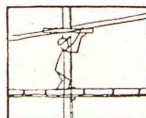
—B.C. Electric



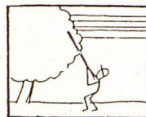
Ten little linemen, starting for the line,
One fell off the line truck, then there were nine.



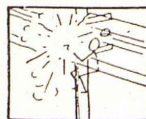
Nine little linemen, raising up a weight,
One let go the hoisting rope, then there were eight.



Eight little linemen, climbing up to heaven,
One dropped his hand-axe, then there were seven.



Seven little linemen, "putting up the sticks,"
One let go his pike-pole, then there were six.



Six little linemen, forgot "she was alive,"
One stood on the messenger, then there were five.



Five little linemen, on the ground once more,
One upset the solder pot, then there were four.



Four little linemen, trimming a tree,
One trimmed the "high line," then there were three.

Three little linemen, hastening to get through,
One forgot his safety belt, then there were two.

Two little linemen, job almost done,
Tapped in on the wrong line, then there was one.

One little linemen, the last man of the bunch,
Swears he'll always play it safe—It Pays—

Stick to His Hunch

5' long and 4' deep in the transfer table pits at the Torrance Shops. Torrance; to facilitate making repairs to trolleys on transfer tables and to permit of easy access to same.

Raise the grade of track on Lemon St. between Almond and Palmyra Sts. to meet the official grade of the city of Orange. This work was a legal obligation under the franchise ordinance, and included approximately 700 feet of single track and the placing of 175 tons of quarry waste.

Construction of brick incinerators at the 1st St and 5th Sts. yards, San Pedro to provide facilities for burning of newspapers and other rubbish from the cars and premises. These measures taken to overcome fire hazards.

Installation of culverts 1'x3'x60' across the Long Beach four track line at 62nd St. and at Slauson Ave. Los Angeles to provide proper openings under tracks so that surface water may not be impeded in the natural flow towards, or concentrated upon, lower land.

Raise grade of two main line tracks and two spur tracks to conform to established grade of Garden Grove Road at Ocean Ave. and Euclid Ave. Garden Grove on the Santa Ana line at which point the County of Orange is improving the county highway.

Constructing 1800 sq. ft. paved driveway at the 8th St. yards, between 8th and 9th Sts., Los Angeles to provide access to team track from 9th St. permitting of freer use of team tracks facilities. This work required the removal of 130 ft. of spur track and the installation of cast iron bumpers.

Construction of Type E-1 Waiting station at Mayflower on the Whittier line, to provide accommodations for passenger traffic in a rapidly growing new residential district being developed by the Laguna Land and Water Co.

Retiring of 4102 lineal ft. of right of way fence and replacing same with concrete curbs, between Heliotrope Ave. and Walker Station on the Whittier line as this district has now developed into a residential section and private right of way fences are not required.

Installation of 10-15"x18"x72" Durand Steel Lockers in the car barn near 5th and Main Sts., Riverside; replacing old wooden lockers used by Mechanical Department.

Removal of approximately 356 ft. of siding, known as Bandini Siding on Brocton Ave. near Bandini St. on the Riverside-Arlington line, Riverside, on account of same being on unused facility.

Construction of two landings to serve three cars each at Savannah Ave. on the Covina Line in conjunction with the establishment of a new stop between Niobe and Rosemead Station to serve new residents in this vicinity. This work included the placing of two pole station signs and the placing of approximately 140 tons of quarry waste and the removal of existing cattle guards.

A Compliment from "Uncle Sam"

UNITED STATES DEPARTMENT OF AGRICULTURE
FOREST SERVICE
CALIFORNIA DISTRICT



ADDRESS REPLY TO
DISTRICT FORESTER
AND REFER TO

FERRY BUILDING
SAN FRANCISCO, CALIFORNIA

I
Recreation.
Angeles

July 25, 1922.

Recreation Department,
Pacific Electric Railway Company,
Los Angeles, California.

Gentlemen:

I have just returned from a trip over the San Bernardino Mountains portion of the Angeles Forest and during this trip looked over the recreation camp run by your Company in the vicinity of Little Bear Lake.

My work takes me all over California and I have an opportunity to inspect all the resorts and camps in the National Forests. Your camp is one of the neatest in every respect of any resort or recreation camp that I have ever seen in California in the last year or two, and I want to congratulate both your Company and the Manager of the camp on the neat and sanitary manner in which it is conducted.

We usually do not pass many bouquets but your camp was so much superior in this respect to most resorts and camps I have seen in the National Forests that I wanted you to know about it.

Very truly yours,

L. A. Barrett.

Assistant District Forester.

For the placing of an 18"x36"x50' red wood box culvert at 3rd and Acacia St. Covina on the Covina line to provide adequate drainage facilities to carry storm water across 3rd St., on account of flood water being deflected from its proper channel on to and damaging private property in this vicinity.

Construction of a road crossing 50 ft. wide over the single track Santa Monica Air line at Wesley Ave. Culver City, to comply with decision of the California State Railroad Commission granting the County of Los Angeles permission to open this grade crossing to accommodate new residents in the vicinity of Culver City. This work included reconstruction of track, placing crushed rock ballast, placing highway crossing sign, paving and the relocation of one trolley pole and one Western Union Telegraph pole.

Construction of two passenger landings each 50 ft. in length and the installation of culvert on the Hollywood line at Melrose Ave. in the

vicinity of Sherman. One car landing provided for the accommodation of patrons using the recently established stop serving this new residential section west of Hollywood.

Construction of paved driveway for use of mail trucks serving Western Division trains at Hill and Temple Sts., on the Hollywood line on account of during wet weather heavy mail trucks have been using landings as driveway causing inconvenience to passenger traffic.

Installation of three hydrants, fire hose and boxes in the combination freight and passenger station at Covina Station on the Covina line, as the wooden structure has not been properly protected from fire hazard.

Remodeling of the car house at 6th and Citrus Sts. Redlands Line so as to permit of standard clearance to allow the housing of 1200 class passenger equipment now operated through to Redlands.

Enlarging of passenger landings at Garvey station on the Covina line to

accommodate the recently installed highway crossing at Orange Grove Ave., which was opened by the County of Los Angeles upon approval of the California State Railroad Commission.

Placing in service in the Bridge and Building Department one "Little Giant Universal Hoist" to expedite placing of concrete and steel bridges over the newly established county flood control channels and effect labor saving in driving steel sheet piling and the handling of wood piling and timbers.

NOTES

On July 26th Mr. England, our gardener, acted as master of ceremonies at the Geranium Day celebration at Culver City. The unused portions of the right of way were graded and prepared for planting and under the direction of Mr. England, many thousand geranium slips were planted by members of the Women's Club of Culver City.

On Saturday July 24th the all star Engineer's Base Ball team journeyed to Torrance and played the speedy shop team. The shop boys are real sports and gave us a good run for the money.

Gowanlock occupied the pitcher's mound until hit by a wild ball and then Spencer filled the position. Crooks donned the mattress and the muzzle and held down the catchers cage, and put on a good juggling act with the many fouls. Big Boy Griffin officiated at 1st base and showed much speed and good judgment as there were none too high or too far away for him. Doc Shaw held down 2nd base and performed the one hand stunts just like the big stickers at the Polo grounds. Doc engaged in a few heated arguments with the numerous base runners as to the proper adjustment of the 3rd vertebrae. Dad Hayward at short showed the makings of a real ball player as did also young Schlappi at 3rd base. The outfield was taken care of by Manley, Blackwell and Burdick who certainly have a bird dog or a caddie skinned forty ways when it comes to hunting a ball. "Shorty" the genial umpire was in the best of spirits until hit in the back by a ball from the roof of the paint shop.

On Saturday, July 29th Nixon's White Sox and Humphrey's dirty sox teams clashed on the Harvard Diamond at 16th and Western; the grounds being loaned through the courtesy of the Harvard Military Academy. This game showed that we will have a good team in the field when we clash with the Bridge Huskies at our big picnic August 26th.

Man's Salvation

"Now they are advocating a fixed pay for married women."
"That will interest husbands who hand over their entire salaries."—Exchange.

PACIFIC ELECTRIC COMPANY OPERATING REVENUES AND EXPENSES, TAXES AND INCOME ACCOUNTS—JUNE, 1922

Passenger Revenues	\$ 1,066,242.64
Freight and Switching Revenue	443,008.16
Other Revenue	65,738.52
Total Railway Operating Income	\$ 1,574,989.32
Total Railway Operating Expenses:	
Wages	695,127.17
Other Charges	392,920.65
Transportation for Investment—Credit.....	3,533.83
Revenue Less Operating Expenses	490,475.33
Depreciation	23,140.47
Taxes Assignable to Railway Operations	73,936.90
Total Depreciation and Taxes	96,877.37
Revenue Less Operating Expenses, Depreciation and Taxes....	393,597.96
Non-Operating Income	10,302.47
Net Revenue	403,900.43
Interest on Bonds and Other Debt	326,463.86
Rents and Miscellaneous Income Deductions	80,045.54
Total Deductions	\$ 406,509.40
Net Loss for month	\$ 2,608.97
Net Loss for 5 months	\$ 323,064.24

ACCIDENT COMPARISON FOR JUNE

	Northern Division		Southern Division		Western Division	
	1922	1921	1922	1921	1922	1921
Interferences with vehicles	98	96	83	66	152	110
Collisions and interferences with cars.....	5	6	6	5	9	10
Persons struck by cars.....	5	2	1	0	5	1
Derailments	6	7	17	13	8	12
On and off moving cars.....	19	20	13	23	24	36
Miscellaneous	35	14	55	22	35	30
Total	168	145	175	129	233	199
			1922	1921		
Interferences with vehicles			333	272	22.4%	Increase
Collisions and interferences with cars.....			20	21	4.7%	Decrease
Persons struck by cars.....			11	3	266.6%	Increase
Derailments			31	32	31.2%	Decrease
On and off moving cars.....			56	79	29.1%	"
Miscellaneous			125	66	89.3%	Increase
Total			576	473	21.9%	"

CLUB MOVIE SHOWS

Friday, August 18th 1922:
Engagement extraordinary! Three performances for benefit of P. E. Trainmen. Performances at 10:30 a. m., 2:30 p.m. and 7:45 p.m.
Main Feature: Wallace Reid in "The Dictator." Supported by Lila Lee. Comedy: Harold Lloyd in "High and Dizzy." Aesop's Fable: "The Fly and the Ants."

Friday, August 25th, 1922:
Main Feature: Bebe Daniels in "A Game Chicken." Comedy; "East Lynn with Variations." Featuring Ben Turpin, Charles Lynn, Alice Lake and an all star cast. Pathe Review; "Mr. and Mrs. Hungry Hippo;" "Plants of the Air;" "A Day at Vassar;" Pathicolor.

Friday, September 1st, 1922:
Main Feature: Thomas Meighan in "Our Leading Citizen." With a great supporting cast headed by Theodore Roberts and Lois Wilson.

Comedy: Harold Lloyd in "Fireman Save My Child." Aesop's Fable: "The Fashionable Fox."

Friday, September 8th, 1922:
Main Feature: "While Satan Sleeps." Comedy: "Snub" Pollard in "Teaching the Teacher." Pathe Review: "The Lost City of Florida;" "The Jolly Jellyfish;" "Making a Home for Puss;" "Pathicolor."

September 15th, 1922:
Main Feature: "Nice People." Comedy: "High Tide." Aesop's Fable: "The Hare and the Tortoise."

The following Victrola Records have been presented to the Club by Mrs. J. H. Arnold: "I Want to Go to the Land Where the Sweet Daddies Grow;" "O-H-I-O;" "Alabama Moon;" "That Naughty Waltz;" "I Told You So;" "Sweet Mamma;" "When I Get Back to Bonnie Scotland;" "Blue Bird" and "Are You From Heaven?" Donations of this nature are very much appreciated and add to amusement facilities of all Club members.

THROUGH THE CAR WINDOW

Little Observations by "The Man" Who Rides Often

Marshal Foch once said "we attach great importance to politeness in France, and I think that we are wise to do so. Politeness is like a pneumatic tire. There's nothing in it but wind, yet it eases the jolts along life's highway wonderfully." This is very true, and many a person who has a difficult position to maintain in contact with the public could lose practically all of their troubles by merely practising politeness.

It should not be overlooked that there is a difference between "wind" and "hot air." Shooting hot air is not politeness, and the Marshal had no thought of "shooting," when he spoke as he did. Politeness is sincere; or, at least, it breeds and invites sincerity even if mechanical at first. There is nothing sincere or honest about verbal hot air—it is merely suffocating, that is all.

Therefore, do not attack (with hot air, or anything else) but simply keep equipped with a "pneumatic cushion" of politeness, which will not only keep you from jolting the other fellow but will protect you from his jabs and sharp corners.

Law, ordinance and rule prohibit the unrestricted use of the whistle by motormen. Occasionally we notice a motorman who drives through the city apparently without a thought of law, ordinance, rule, necessity or fellow humanity. Why not look at this matter for a moment without thought of the law or the rule and just try to line yourself up in harmony with the idea of consideration for other human beings like yourself?

Mr. Motorman, if you continually blow your whistle in forbidden territory and without necessity, when the gong would answer the purpose just as well, what do you profit? What does the Company profit? In the first place it serves to accustom the public to your noise and they learn to pay no attention to your alarm. Therefore, sometime when a blast of the whistle would make a person move quickly, and save a life, your signal will get no response—and, you will, perhaps, have killed. Why? Because you have taught the people that your whistling is not a signal of immediate danger.

In the second place, continual shrieking of a whistle, particularly when its sound indicates testiness on the part of the one jerking the cord, serves only to irritate the person behind whom it is blown. And you know as well as anybody that irritating the motor-driving public (whether in business or pleasure vehicles) only invites them to make reprisals and in order to get even with you they bother

you as much as they can. Why invite trouble?

In the third place, it bothers your passengers. Our patrons are the persons from whom the Company gets the good will and the money to keep the road running. Certainly it is every employe's duty to give them all we can for their money and to make them as comfortable as possible and keep them in a friendly frame of mind. Did you ever stop to think how a continual, unnecessary, raucous, nerve-racking screeching of an air whistle sounds back in the car? Gentlemen, just please think this over and then make yourself and your equipment a more efficient proposition. It will make life easier for you—and for others—and, better yet, may save a life.

ACCOUNTING DEPT. NOTES

By Mary A. Blackburn

Mr. Labbe, chief clerk of the Roadway Accounts Bureau, spent an enthusiastic two weeks at our Pacific Electric Camp, and declares it is the only place to spend an ideal vacation. This is his third summer there, and he voices a regret that he only has two weeks to stay each time, which is certainly some recommendation for the camp. Mrs. May Barlow of the same Bureau, spent a week at the same place and is echoing Mr. Labbe's sentiments.

Miss Marie McGrath, an operator in the Comptometer Bureau for seven years, let the proverbial cat out of the bag very unexpectedly, by announcing that she has been Mrs. Tom McDermott for over a year. The Accounting Department possesses at least one woman who can keep a secret,—and we all wish Marie and Tom much happiness.

Miss Ellen Sparks and Miss Elizabeth Reckwig have just returned from a trip into the wonders of Yellowstone Park and declare they can find no words to describe the beauties of the place.

We were informed that Jack Carver and Don Goldsworthy spent a few days together at Catalina Island and knowing it to be "some" combination tried to get a line on their activities but without much success. Don declares that as a swimmer, going hand over hand along a rope, Jack would make Annette Kellerman look like a rank amateur; and Jack brands Don a hopeless failure as a sailor. After having a perilous adventure in a row boat and being forced to send out S. O. S. signals for a rescue party, each blames the other for having lost the oars overboard in the excitement.

We are glad to know Mr. Peacock is able to be up and around; but it will be some time before he can resume his duties in the Freight Accounts Bureau.

LOCAL WAREHOUSE NOTES

By Daniel Sanchez

Paul Umberger has been honeymooning at Avalon. He was recently married to a very charming girl and is very busy receiving the congratulations of friends.

David McCalling is on vacation, and must be having a wonderful time, not having communicated with any of the office gang since leaving.

Our warehouses will soon be famous, judging by the signs "Rosey" has painted.

Bonnie Oden is improving his vacation time by building a new home. Hurry back, Bonnie, we need you.

Andrew Moreno is very proud of the fact that he is a member of the Pacific Electric Ball Team, the only one from our warehouse) and he is doing his best to get ready for the coming picnic.

Russel Linsey has returned from his vacation with quite an increase in weight.

Mr. Richardson has been acting foreman at Shed No. 2 during absence of the foreman.

We are glad to note the steady improvement of Arthur Bailey, who has been ill for some time. He is now able to receive visits from friends.

Lester Post has returned from a two week's visit to our camp in the San Bernardino Mountains, and is again on duty as Delivery Cashier. He says a better place could not be found for a vacation.

LONG BEACH TROLLEYGRAMS

By A. F. Masters

Congratulations are in order to our friend, Condr. E. C. Sievers who has become the proud papa of a darling baby girl.

Our famous Run No. 91 has been bid in again, now held by A. E. Wagner and G. E. Towner.

Condur. A. P. Weihofen is back on the job again, after a brief illness.

Our National Guard members at present are at camp and we expect them home about Sunday, August 1st.

Southern Division Chairman J. J. Mulligan says the attendance has not been up to standard and he wants to see some new faces at the next meeting. Our good friend and Supt., Mr. O. P. Davis is always there. These meetings are a pleasure to him, why not to you. Let's get together and make our next meeting our largest in attendance.

Asst. Trainmaster, Mr. A. O. Williams is back from his vacation, and says he had a wonderful time.

SOUTHERN TROLLEYGRAMS

By F. J. Oriva

Conductor J. G. Black and family spent their vacation at Catalina Island, and had a fine time.

Conductor A. M. Wahl got jealous of his brother on the Redondo line and has bid in Run 32 on the same route.

Southern Division motorman had better put a little more attention on coasting or they will lose first place they now hold. Constant watchfulness is all that will hold it.

NORTHERN TROLLEYGRAMS

By P. H. Riordan

Cond. J. B. Shuster is away on his vacation.

Motorman Pohlman has bid in Run 32 Oak Knoll.

Motorman Keckstein back to work after vacation.

Cond. F. P. Wheeler has bid in 302 Altadena Run.

Motorman M. L. English is working Monrovia Run now.

* Cond. L. E. Neal spent his vacation at San Francisco.

Asst. Trainmaster, A. P. Smith is enjoying his vacation.

A. Z. Clark, Agent at Rubio is back after a vacation spent in the East.

Cond. Haden is working at Mt. Lowe on Sundays and Holidays directing passengers.

Motorman McMillen is back after a vacation spent in the East and Southern States.

Cond. H. K. Riordan working out of Pomona is on his way home after a 90-day trip to France.

Motorman C. L. Laytham suffered a broken arm while working on the Line Car. He is getting along nicely at this time.

Motorman Kellogg after having held down McMillen's run while he was away is down to earth again working his own run.

Conductor's Durkee and A. Collins are the latest owners of autos. Cond. Bill Carrier says he is thinking of having the City Manager widen some of the streets in Pasadena. Not enough room to pass other machines.

AGENTS' ASSOCIATION MEETING

The Agents' Association held its regular monthly meeting July 8th, at the Pacific Electric Club, Chairman Moser calling the members to order at 8:00 p. m.

The proceedings opened with roll call of members.

The minutes of the previous meeting as published in the Pacific Electric Magazine, were approved without reading.

TO TRAINMEN

I am confidently assuming that everyman motorman and conductor in the service knows his business and is endeavoring to perform his duty at all times. This being conceded I shall be content with pointing out to you the importance of being prepared to prove this on every occasion, when challenged. An accident does not "just happen;" on the contrary, there is always a cause and a reason for such mishaps and it is found that one or both parties negligently contribute to bringing it about. Following every accident the injured party alleges that it was occasioned thru no fault of his own, but was due either to the failure of the motorman or conductor (depending upon the nature of the accident,) to carefully operate his car, or resulted from the incompetency of one or the other. It becomes a matter of great importance, therefore, to the trainman, to establish that the fault or failure was not his. This Company regularly employs a number of competent investigators in its Claim Department to interview witnesses, photograph the places where accidents occur and ascertain the causes and fix the individual responsibility. These men seldom reach the scene of the accident in time to secure the names and addresses of witnesses, themselves. It follows then that our ability to establish that our traincrew was without negligence depends entirely upon the diligence exercised by the conductor and motorman in securing the names of witnesses.

This burden is yours and cannot be delegated!

You should, in your own interest meet this obligation for yourself and your Company by fully discharging this very important duty.

An earnest effort should be made by both members of every traincrew to obtain the names of all witnesses to an accident; those upon the street as well as passengers on the car.

Do not debate the responsibility of an accident either with the injured party or with witnesses. Be courteous and polite, ever remembering that each witness who furnishes his name and address is doing you and this Company a substantial favor and is sometimes greatly inconvenienced and discommoded in testifying in court, at inquests and other investigations. Our accident reports taken over the whole system carry an average of three and one-half witnesses to the accident. We should make a much better showing, and I am hoping that you men will renew your efforts and thereby enable this Department to readily and conclusively prove that the responsibility for most accidents rest with the injured party, as is the case.

On occasions we have been convinced of this fact, and yet greatly embarrassed and at a disadvantage to prove it, because of having too few witnesses or none at all.

Lend your assistance and help us out as you should, and as I am going to believe you will.

S. A. Bishop, General Claim Agent,
Pacific Electric Railway Co.
Dated July 31st, 1922.

Mr. H. E. Foskett, Agent at San Bernardino, made an interesting talk on past, present and future events pertaining to his territory.

In commenting on the steady increase in business at his station, he made it plain that this was due to the exceptionally dependable service realized by the communities served by our lines.

The Chairman announced that Mr. H. L. Legrand, Agent at Glendale, had been selected to make the talk at the next meeting.

Vice President and General Manager D. W. Pontius, being present, the chairman called upon him to address the meeting.

Mr. Pontius referred to the Company's affairs by stating that conditions seemed to show signs of improvement, and the future looked encouraging.

He referred to the Court decision regarding the separation of the Southern Pacific and Central Pacific properties, and explained in detail the serious effect this would have on commercial interests throughout the Pacific Coast.

Pacific Electric is vitally concerned in the issue, as Southern Pacific interests are also Pacific Electric interests, since only through the liberal financial aid of the Southern Pacific Company have we been enabled to maintain the exacting service demanded of us in Southern California.

It is well known that the Pacific Electric has not taken in sufficient to pay its fixed charges and the money to pay these charges has been borrowed from the Southern Pacific. If the Southern Pacific is dismembered as proposed, it would mean that its financial condition would be weakened, at least for years to come, and as the Pacific Electric is a heavy borrower of money from the Southern Pacific, it can readily be seen that we would have difficulty in borrowing the necessary funds to make up our shortage. Of course, we hope before a great while, to take in sufficient to pay our own way, but that time has not yet arrived.

The public is all right when correctly informed, and agents should see that our patrons are correctly informed.

Mr. Marler asked that agents be very particular to see that all reports of week end and excursion sales be sent in promptly; there had been some failures which had necessitated holding up the summarized reports to the management.

He directed attention to the coming production of the Pilgrimage Play, which would be opened at Hollywood July 10th. Reduced fares might be arranged for parties of 40 or more.

A mountain cabin has been erected in the waiting room, Main Street Station, where information may be secured and reservations made by anyone contemplating trips to the mountains.

The chairman called for a discussion as to continuing the meetings of the Association during the summer months, and a motion that the meetings be continued failed to carry.

It was then moved and seconded that the Association hold no meetings during August and September, 1922. The motion carried.

Mr. Day discussed the new tariffs which were now being compiled and would be issued immediately.

He referred again to shortage of flat and gondola cars, and impressed upon all the great importance of getting them released promptly.

Referring to the matter of freight claims, he called attention to the necessity of perfect seal records; there had been some carelessness in this heretofore.

He called attention to the recent change under which all O. S. and D. reports are handled under the jurisdiction of the General Superintendent.

A communication was read relative to apparent unnecessary delay in securing furniture ordered on requisition. After some discussion this was tabled.

Mr. Pontius announced that annual passes would be issued agents, good on their respective divisions.

Mr. Albert gave an interesting talk on his trip to Denver, where he attended the annual convention of the Freight Claim Agents' Association.

There being no further business before the meeting, adjourned at 9:45 p. m.

H. L. LeGrand, Secretary.

The Police Sergeant—"I think we've found your missing wife."

Mr. Henry Peck—"So? What does she say?"

The Sergeant—"Nothing."

Mr. Peck—"Says nothing? That's not my wife."—O. B. Bulletin.

TRAINMEN'S MEETINGS

NORTHERN DIVISION MEETING

The regular monthly meeting of the Northern Division Trainmen was held at the Pacific Electric Club, on July 18.

The meeting was called to order at 8:15 p. m., by Chairman Bartholemew. There were present about 15 trainmen, the Staff, Mr. Briggs, of the Mechanical Department, and Mr. Birmingham, of the Traffic Department.

Unfinished Business

Trainmen's meeting of June 20th: That ticket agents issue in exchange for cash coupons Forms CC 3 and CC 4.

Disposition: The Passenger Department has issued Circular Letter No. 101, instructing agents to do so.

That a car for Pomona leave 6th and Main on Saturdays between 11:30 a. m. and 1:10 p. m. as there was some complaint about this long space of time.

Disposition: This was taken up with the Traffic Department and it was decided that it was not necessary as very few leave their offices before 1 p. m. and not enough demand for another train between those hours to warrant the expense.

That stops on Colorado street are too close, Hudson Street, in particular, being only a short distance from Lake Street.

Disposition: The city ordinance of Pasadena requires our local cars to stop at all intersecting streets within the city limits of Pasadena unless they are closer than 200 feet. For this reason this stop cannot be eliminated.

That the track on Lincoln Avenue and McDonald Street, outbound, has one or two very low joints.

Disposition: This has been lined up.

That the coupler on car 1037 is not properly lubricated and moves so hard that at times it is almost impossible for two men to shove it around. Also mentioned car 1028 and 811 as having dirty destination signs.

Disposition: This matter has been given the necessary attention by the Mechanical Department.

That a "Power Off" sign be placed at all breakers.

Disposition: It has been recommended to the General Superintendent that when new breaker signs are being placed that "Power Off" in small letters be added under the "Breaker."

That when triplex tickets are printed again a place be added whereby when issuing an exchange or trip passes, the number of passengers can be designated, the same number of passengers to travel on the exchange as on the original trip pass, and by this method it would save tickets.

Disposition: Mr. Birmingham reports that he had this up with the Accounting Department, and found that there was not enough of these passes issued where it is necessary to give a triplex to warrant this change, Mt. Lowe being about the only line where it is necessary.

That mail boxes be put in local cars in Pasadena and Pasadena Local Line Tables form F 5 M be kept in them for information of passengers.

Disposition: Mr. Birmingham reports that it would be an expensive matter to put holders in all the cars and keep them supplied with these time tables, and suggests that they carry a few of the time tables in their ticket case and hand them out in case they have a call for them.

That car stop sign be moved one pole west from the old light box to the new light box at Mission Junction and Las Tunas Drive on the San Gabriel line, as strangers wait for cars where the sign is located.

Disposition: Mr. Anderson requested to do so.

That inbound cars on the San Gabriel line, at Mission Junction, pull up in the clear on inbound track when conductor is turning off the light switch, or stop at the switch points instead of fouling both tracks; that in case an outbound car fails to stop it would side-swipe inbound car; that a head-on collision would not be as dangerous to passengers as a side-swipe.

ALCAZAR - EL SERENO - EUCALYPTUS - SAN JACINTO ---- PACHAPPA - TIPPECANOE - LA QUENTA - ESCUELA - VIVIENDO - PALMYRITA ---- JURUPA - SAN PASQUAL - LA BORDE - YNEZ - NIOBE - LA-RICA - SAN DIMAS ---- GANESHA - CUCAMONGA - SAN ANTONIO - CARILLO - LAS MINAS - EL RIO - CIENEGA - LAS LOMAS - PASQUALITO - DUARTE - LA FETRA - EL RINCON - PUENTE LARGO ---- LA CIMA - TIERRA ALTA - ROCA - HYGEA - SEÑORITA - LAS ROSAS - CORDONIZ - HERMOSILLO - MACHADO ---- AD LIB. - ETC. ----



Disposition: A stop sign will be placed directly opposite the light box.

That two or three books be made up and put in the Macy Club Room different forms of train orders and answers so that the trainmen who have taken single track examinations and are working locals and other blue card runs can keep brushed up on single track work.

Disposition: Books of this kind were placed at all terminals about two years ago, and these will be replaced with new ones when the new rule book is completed. Also, under the form of train orders in our rule book will be found a number of examples with running order and explanation.

That a card be made up showing what track and the number of cars for the afternoon service at Macy Street.

Disposition: This was taken up with Mr. Green and he reports that this would be impossible as after cars go over the pit in the forenoon they are placed in the lower end of the yard and during the day these cars are used for change-overs and at times they are working on cars up to the minute before they go out on the road and it would be impossible to make up a list of cars, as suggested, that would work out satisfactorily.

New Business

By Motorman Sloane, that the operator's seat in car 347 is loose and needs tightening up and repairing.

Disposition: Referred to the Mechanical Department.

By Motorman Sloane, that a man in uniform with the word "Information" on the front of his cap be stationed at Rubio in the forenoon and Alpine in the afternoon, on Sundays, holidays and at other times when travel is heavy on the Mt. Lowe Line, to give information to passengers.

Disposition: Referred to Mr. Birmingham to secure a couple of bands with the word "Information" or "Passenger Director" and send to Mr. Rodenhouse, who will make the necessary arrangements.

By Mr. R. E. Riordan, that Train 59, due out of Los Angeles at 2:15 p. m., have three 1000-class cars and run in one train instead of running two 1000-class cars extra ahead of the regular 2:15 train.

Disposition: This will be done.

By conductor R. B. Snedaker, that the demerit system be changed so that when trainmen tie up trolley wire, or do other things of this nature that entitles them to merits, they be credited with merits when their record is clear, instead of giving them a letter of recommendation.

Disposition: This will be referred for consideration.

By Conductor Snedaker, that instructions be issued to the trainmen that when lining up indicators, they start at the left side of the indicator to line up the train number.

Disposition: A notice was originally issued to that effect, and present practice will be checked up for correction.

By Conductor R. H. Dorman, that on account of there being several accidents recently by passengers having their fingers pinched by the front seat at the right of the motorman on one-man cars, suggest that the rod be removed, or changed in some way to prevent these accidents.

Disposition: Referred to the Mechanical Department.

By Mr. P. H. Riley, that the South Pasadena cars arrive at the end of the line at Mission and Fair Oaks cross-over and pull down to the end of the inbound track to discharge their passengers, as they stop back of the cross-over at times when there is a car standing at the end of the line and passengers leaving the car there who desire to catch a Short Line train at that point for Los Angeles at times get left.

Disposition: This cannot be done on account of the City Manager objecting to two cars standing at that point and blocking the street.

By Mr. P. H. Riordan, that the flagman at the foot of the viaduct on San Pedro Street at times lets deadhead equipment on the way to Macy Street out ahead of regular trains which delays them between that point and Macy.

Disposition: This will be lined up.

By Mr. F. Farnham, that the front towerman at 6th and Main Sts. be lined up to watch the automatic signals governing traffic as at times by doing this he can avoid delays by not allowing northbound cars to bunch up and block the tracks leading to and from the depot.

Disposition: Referred to Mr. Florence.

By Motorman McDaniel, that the inbound San Bernardino train due at Valley Jct., at 12:43 p. m. arrives there at times one to two minutes ahead of schedule and cuts out the Short Line that is due there at 12:42 p. m. by having to wait for time.

Disposition: Referred to Mr. G. H. Peak to line up.

By Conductor A. P. Gunther, that a lever throw switch be installed at 7th and San Pedro Sts. on track leading from San Pedro Street west on 7th, on account of this switch being very hard to hold and liable to cause an accident.

Disposition: This will be taken up with Mr. Davis with recommendation that it be done.

By Conductor A. P. Gunther, that a "Monrovia Only" sign be placed at gate No. 15 when Monrovia cars are being loaded as at times passengers for points beyond Monrovia board the cars.

Disposition: This will be taken up with depot-master and gateman will be lined up to call "Monrovia Only." Referred to Mr. A. S. Kuderna for lining up.

By Conductor Gunther, that the trees in front of the depot at Monrovia hang over the ticket sign on the depot and cannot be seen by passengers on the opposite side of the street waiting for cars.

Disposition: Mr. Johnson's office will be requested to trim limbs.

From the Suggestion Boxes

By Motorman W. D. Scott, that the Mechanical Department be instructed to be more careful when repairing fenders and different parts of equipment with wire, many uniforms are being torn through this cause.

Disposition: Referred to Mr. Scott for car numbers.

By Conductor H. C. Swanson, that it would be a great help if a switch was put in at Arroyo Terrace and Mundel St. on the Orange Grove Line, as this would enable crews on inbound cars to pick up their load without holding the outbound cars.

North Orange Grove Line is a single track, no passing track between Kensington switch and the end of the line Los Robles and Orange Grove.

Disposition: Referred to Mr. Rodenhouse for consideration.

By Motorman George Wilcox, that the fare indicator at motorman's elbow be covered with a heavy screen as boys cut out the dial and we cannot read the figures, also people lay their money down on the dial, which is hard to pick up and at times lost. A screen would let the conductor see what he is going to ring up and I would suggest that it be funnel-shaped so no money could be laid on the dial.

Disposition: Referred to Mr. H. E. Rodenhouse for recommendation.

By Mr. B. D. Fuller, that the trainmen's meeting be adjourned for the months of August and September, on account of the hot weather and large number of trainmen away on their vacations and light attendance.

Disposition: A vote was taken on this matter, and carried unanimously.

There being no further business before the meeting, it was adjourned at 9:25 p. m.

H. L. Wiggam, Secretary.

EASTERN LINES

The regular monthly meeting of the Northern Division, Eastern Lines, trainmen was held at San Bernardino, July 11th.

There were present the Eastern Lines Staff, Mr. C. H. Jones, Traffic Department, J. Gilbert, Mechanical Department, W. Mapstead, Line Department, and fifteen trainmen.

Unfinished Business

That switch lights at the north end of Alvarado switch, Crestmore Line, are out of alignment.

Disposition: This matter has been taken up with the Union Pacific for attention.

That center switch light at Poole, on the Crestmore line, is low and not visible to motormen until within 200 feet of same.

Disposition: This has been taken up with the Union Pacific.

That a span wire Stop Sign be put up at Crestmore crossing.

Disposition: This has been taken care of.

That the track between Alvarado and the south end of the Santa Ana River bridge, on the Crestmore Line, is very rough.

Disposition: Referred to the Union Pacific for attention.

That lockers be furnished for the Trainmen's Room, Redlands, on account of having none at that point.

Disposition: The Maintenance of Way Department advises that authority has been issued to install same.

That the track is very rough at Franklin Street, Redlands.

Disposition: This has been repaired.

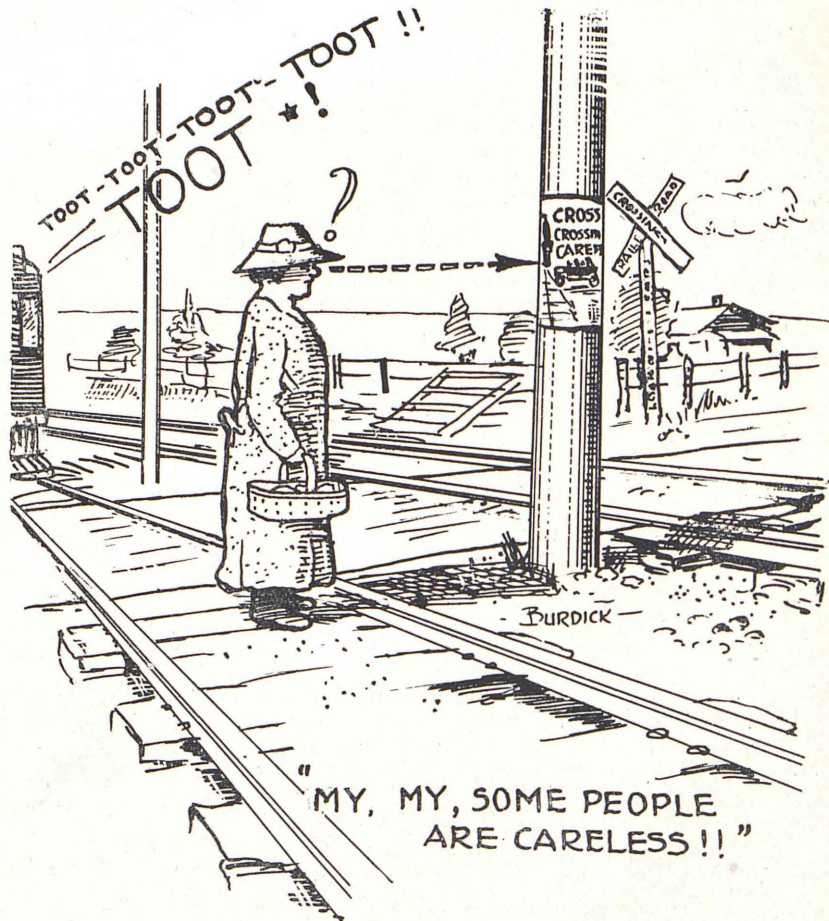
That the step on the baggage end of car No. 010 be lengthened to the width of the door to make it more convenient.

Disposition: Mechanical Department advises this cannot be done on account of fouling the truck when negotiating short radius curves.

That curtains be placed on motorman's window on 500-class cars, also No. 010, 1300 and 1311, now operating on Eastern Lines, on account of the glare of the sun encountered coming from Redlands.

Disposition: Matter up with Management. That whistle is weak on No. 495.

THIS ACTUALLY HAPPENED AT ABILA LAST WEEK



"MY, MY, SOME PEOPLE ARE CARELESS!!"

Disposition: This has been changed. That yellow and green flags are not being placed properly for protection of workmen on Eastern Lines.

Disposition: Flags now being used properly.

That trees near Orange Street on the Crestmore Line obstruct the view of the home signal at Bloomington Tower, inbound.

Disposition: This has been taken care of.

That a curtain be placed back of the motorman on 500-class cars in the open section, so as to give better vision.

Disposition: Matter now under consideration as to what can be done.

That a light be placed in the register booths at San Bernardino.

Disposition: No action taken, for the reason that this change will be made when the station is remodelled.

New Business

By Mr. G. F. Parkins, that there are dangerous crossings at Highland Ave. and Arrowhead, account of travel to the mountains, which is very heavy at this time of the year. Auto warning signs should be placed back from the tracks.

Disposition: Referred to Mr. Peachy to take up with the Automobile Club.

By Mr. Parkins, that the track is rough from H. Street to the alley between A and Allen Sts., Colton.

Disposition: Referred to Mr. H. E. DeNyse.

By Mr. Parkins, that there is a low spot on the west side of the track at 8th and J Sts., Colton.

Disposition: Referred to Mr. H. E. DeNyse.

By Mr. C. G. Shields, that a P. E. Passenger Tariff be posted in the Trainmen's Room at San Bernardino, so that trainmen can check theirs by same and keep them up to date.

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

By Mr. J. M. Mills, that a larger amount of supplies be kept on hand at San Bernardino in the baggage room, for the use of conductors; also that the Cashier be in-

structed to keep a supply of change on hand for their use.

Disposition: Referred to Mr. C. G. White.

By Mr. A. G. Babcock, that bolts come down through the top of indicators on 1200-class cars, and trainmen strike their hands on same, when changing train numbers.

Disposition: Referred to Mr. Gilbert, Mechanical Department.

By Mr. W. E. Massingale, that there is a large hump on a tree located on the Urbita Line which is liable to strike conductors when working cars 38 and 39.

Disposition: Referred to Mr. H. E. DeNyse.

By Mr. Massingale, that trainmen should solicit business from the merchants with whom they deal. Circulars will be supplied to trainmen within a few days to distribute.

By Mr. P. S. Corl, that two derail stands on the San Antonio Heights Line only clear motor 1606 four inches, and are liable to knock trainmen off the motor.

Disposition: Referred to the Maintenance of Way Department.

By Mr. J. Severance, that sign boards placed on stations should have a time table posted on same, made out of cardboard so that they will not tear.

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

By Mr. Severance, that some sort of protection for motormen should be put in the baggage compartment of car 010, for the reason that if he makes a sudden stop the baggage and express is liable to fall over on him. Only recently, a motorman had to apply the air emergency and milk came tumbling over on him.

Disposition: Referred to the Mechanical Department.

By Mr. J. J. Mettler, that instructions be issued to motormen not to exceed the speed of 10 miles per hour over La Sierra Heights crossing during canning season, as there is heavy traffic at that point this time of the year.

Disposition: Referred to Mr. Peachy.

By Mr. Parkins, that the kinks be taken out of switch point at 3d and Mt. Vernon transfer.

Disposition: Referred to Mr. DeNyse.

By Mr. Parkins, that trolleys will not ride the overhead switch, southbound, at Mt. Vernon bridge.

Disposition: Referred to Mr. Mapstead Line Department.

By B. F. Mann, that on account of hauling material across the track at Mt. Vernon bridge, considerable dirt is left on same, and trainmen have to stop and clear it off.

Disposition: Referred to Mr. DeNyse to take up with contractor.

By Mr. O. I. Gough, that the track be filled in where the Riverside and Los Angeles trains stand, at San Bernardino.

Disposition: Referred to Maintenance of Way Department.

By Mr. Gough, that the landing at lower end of Congress be extended.

Disposition: Referred to Maintenance of Way Department.

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

There will be no meetings in August and September, account hot weather and vacations.

E. E. Peachey,
Secretary.

SOUTHERN DIVISION MEETING

The regular monthly meeting of the Southern Division Trainmen was held July 18, at the Pacific Electric Club, Chairman Mulligan calling the meeting to order at 8:15 p.m.

There were present Superintendent Davis, Ass't Supt. Taylor, Trainmaster Rich, and 10 trainmen; also, Mr. Patton, of the Passenger department, and Mr. Grace of the Efficiency Bureau.

Unfinished Business

Mr. Green of the Mechanical Department, requested that Item 429 of the minutes of meeting of June 20th be read, which was done.

Mr. Green made the statement that the equipment as a whole was in much better condition than it was two years ago, that the number of cars going through the shops is double what it was six months ago, and requested Mr. Nesbit to cite specific instances to substantiate his statement. Mr. Nesbit qualified his original assertion by saying that he did not intend the criticism to cover equipment other than that personally handled by him, and from his own statement he appears to have had considerable trouble, a great deal of which was due to electrical equipment, and does not attach any blame to the Mechanical Department for these failures.

Poor power conditions on the Southern Division, particularly between Compton and Willowbrook.

Disposition: Mr. Anderson advised as follows: "We have had a recording voltmeter connected to the trolley in this vicinity, and the voltage chart indicates that the voltage is practically normal at this time, and that no unusual condition exists in this section."

New Business

By Mr. Neves: I make a motion that we discontinue meetings during the months of August and September, account of hot weather and vacations. Mr. Rose seconded the motion. Motion was taken to a vote, and carried unanimously.

Disposition: Meetings will be postponed for the months of August and September.

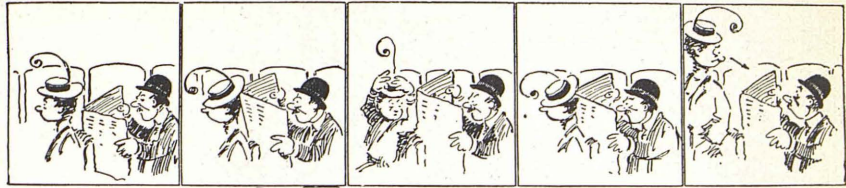
By Mr. Cornwell, that he noticed two instances in the last ten days where newspapers were scattered on the right of way at Springdale, probably due to being thrown carelessly from car by conductor and string breaking.

Disposition: Chairman Mulligan stated that he leaves papers with two boys at Springdale on his 2:15 p.m. trip. He unloaded these papers, and it was not due to careless handling, but to newsboys opening them, taking out what they want and leaving balance for other newsboys, and the wind scatters them.

By Mr. Telegdi, that a little more cooperation be given on part of dispatchers in reporting line troubles promptly and correctly, as to nature and location of the trouble.

Disposition: Mr. Davis stated this would be taken care of.

By Mr. Telegdi, that light circuit box on



—Electrogram

inbound track at Gamewell was not of sufficient clearance from rail.

Disposition: Referred to Engineering Department.

By Mr. Telegdi, that there is a eucalyptus tree at 3rd and Broadway, Long Beach, which brushes against the window of cars.

Disposition: Referred to Engineering Department.

Mr. Green referred to the matter brought up at the last trainmen's meeting by Motorman Rose in regard to better results obtained with trailers or rear of trains. Stated that it was immaterial on the 1200 class cars, as far as the Mechanical Department was concerned, how those cars are operated, in fact, they try to tie trailers on so they can be cut off in Los Angeles as service decreases. On 800 or 900 class trailers, fenders, destination signs and whistles have been removed, and it is not good operation to use trailers on the rear of a train for the reason that in going around curves there is nothing to prevent the couplers from jackknifing and cutting the air hose.

Mr. Green also stated that the 700 class cars are not able to make time on account of being too slow and suggested that they be used in extra Catalina service and shop train service, where they would not have to make stops and delay other trains.

Mr. Davis made the statement that we are now making an effort to get the 1000 class cars on San Pedro line and place the 700 in Catalina and shop train service.

Mr. Patton stated that there was some misunderstanding among conductors as to the fare between Los Angeles and Watts. Stated that full fare to Watts on interurban cars was 20 cents. Half fare was 10 cents one way and 20 cents round trip on interurban cars.

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

D. Dubin,
Secretary.

WESTERN DIVISION MEETING

The regular monthly meeting of the Western Division Trainmen was held at 8:30 p.m., on July 18, in the Assembly Room, Pacific Electric Club, Chairman Wm. M. Muench calling the meeting to order.

There were present sixteen trainmen, Mr. Wilson and Staff, and Mr. Glancy of the Traffic Department.

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

Unfinished Business

By Motorman Delmer: Stated that landings at Melrose, East Sherman Limits, are not long enough for passengers to leave both ends of the car.

Disposition: Mr. Johnson advises that this item is covered by work order No. 22343 and he will advise when completed.

By Motorman S. A. Underdown: Trolley catchers on some 800-class cars are in line of motorman's eyes, and keeps him from seeing an automobile coming out of a side street creating liability of accident.

Disposition: Mr. Small advised that trolley catchers are being lowered as cars go through shop, and as 35 cars per month are being shopped, it will not be long until all trolley catchers are lowered.

By Conductor F. V. Haulman: There is no landing at Bonner Street, Lankershim, and it is about three feet to the ground, which makes it very dangerous for women and children to get off the car there.

Disposition: Mr. Johnson advised that this matter has received attention, being completed July 1st.

By Conductor I. E. Black: I think there should be some change in early morning service, between 6 a.m. and 7 a.m. at receiving window for trainmen, Hill Street Station; trainmen have to wait from 5 to 10 minutes for supplies. I am not finding fault with Cashier, for he needs more help at this time of morning.

Disposition: Mr. Smith advised that arrangements are being made to rearrange the inside of our Hill Street Station ticket office, and after this is done it will enable us to have an additional clerk handle conductor's window.

By Motorman J. M. Chadwell: That the obsolete and unsightly sand boxes be removed from car 262; they are in the way of motormen.

Disposition: Mr. Small advised that these sand boxes will be removed.

By Mr. H. G. Whitney: Would like to enter a suggestion with reference to the two chain pull switches entering Hill Street Station. Believe that these and other switches encountering heavy diverse traffic should be replaced with electrically operated switches. If this is impossible because of trains of more than one car, I would like to enter a diagram along with the suggestion of a guard rail to protect this kind of switch, if there is not already some device of similar nature.

Disposition: Mr. Johnson advised that the Signal Department has this recommendation under investigation and will report later.

By Conductor Marvin: Said the usual stopping place at San Fernando is in bad condition account of grease and oil on tracks.

Disposition: Mr. Johnson advised this item has been taken care of.

By Conductor Muench: Wanted the circuit breaker on inbound track at Ocean Park Carhouse moved one pole north to clear the rear car of a three-car train taking crossover into carhouse.

Disposition: Mr. Anderson advised that the matter of moving this circuit breaker has been up a great many times, but it is impossible to move the breaker until additional changes which are proposed in the feeder system, are taken care of.

By Conductor McConaghy: That Agent at Hill Street (according to passengers) does not want to sell half-fare tickets, but tells them to buy from the Conductor.

Disposition: Mr. Smith advised that arrangements have been made in the future to sell half-fare tickets at the Hollywood ticket office when requested.

By Conductor Porter: That people sometimes get on cars with two children and offer a full fare ticket in place of two half fares, stating that Agent selling same told them it would answer the same purpose.

Disposition: Mr. Smith advises that there is evidently some misunderstanding on the part of passengers in this connection, as all clerks know that this cannot be done.

By Conductor Marvin: Wanted Van Nuys cars to be allowed to issue transfers between Owensmouth and San Fernando Lines, in order to save arguments with passengers who get on the wrong car.

Disposition: Mr. Smith advised that present instructions provide that exchange checks will not be issued to following car, as this permits stop-over, and he does not believe that any change should be made in this rule in so far as the Van Nuys line is concerned.

From Suggestion Boxes

By Motorman O. B. Edwards: Suggested that the overhead contact at the substation at Culver City be moved to Main Street, Culver, so as to start the wig-wag at Washington Blvd., after the car is started up.

Disposition: Contact for wig-wag has to be set back a certain distance—cannot be changed.

By Motorman Edwards: Suggested that stop signs on the Redondo Line from Standard Park to Redondo Beach be put on the span wire and stop signs be placed from Pearl St., to Clifton.

Disposition: Will be investigated relative to advisability of making these changes.

New Business

By Motorman Delmer: Suggested that a special witness card be provided trainmen to be signed by the persons injured, exon-



—Electrogram

erating the Company when the crew is not to blame for accident.

Disposition: Will be checked up for report later.

By Motorman Delmer: Willoughby landing should be standard size; too short as it is.

Disposition: Referred to Engineering Department.

By Motorman Delmer: Cab door of car 859 is laying over at Sherman, should be put in place on car.

Disposition: Referred to Mechanical Department.

By Conductor Burger: Stated that the slot provided under the triangular handle on seat back in open section of cars for the purpose of hat check holders, is not in his opinion, proving satisfactory on account of disturbing passengers when placing checks in same. Suggested that some kind of a clip holder be provided.

Disposition: Mr. Wilson stated that this was about the only practical device that can be used, as clip hat check holders are covered by patents, which makes the expense of installing prohibitive.

By Chairman Muench: Wanted to know what was the matter with a type of clip hat check holder that was tried out on car 850.

Disposition: It was stated that this type of hat check holder was turned down on account of tearing clothing of passengers.

By Conductor Burger: Wanted some arrangement made on fenders on 800-class cars to prevent apron from slipping up or down and mashing fingers when raising or lowering fender.

Disposition: Referred to Mechanical Department.

By Conductor Hanselman: Suggested that column on new time card headed "Length of Time Off Duty Previous to this Trip" be headed with the words "Hours" and "Minutes" the same as column showing "Total Time" is at present. If the card is printed in this manner there is no chance for trainmen to write the time incorrectly.

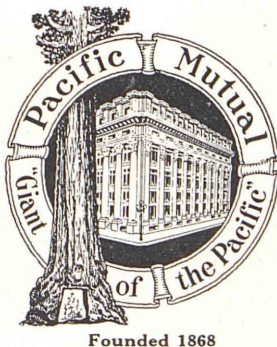
Disposition: Will be taken up with the view of having cards printed in this way when new stock is ordered.

By Motorman Golt: Wanted signs painted and put up at stations instructing passengers to signal trains to stop for them in the day time and at night to make some kind of a light, as they sometimes stand near or behind a pole and motorman does not see them.

Disposition: In the discussion that followed it was decided that the probable results obtained from this plan would not warrant the expense of installing the signs.

By Motorman Golt: That bull's eye headlights do not throw light in front of train—seem to need adjustment.

In the following discussion, it was stated that headlights are not taken care of or inspected only when reported by motormen.



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The

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Pays Accident Indemnity as long as you live for injury which totally disables.

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Agents are located at the following points

J. V. Smith, 6th St. Terminal, Macy St. and Long Beach

F. Clarence Putz, Riverside, San Bernardino and Pomona

WM. L. THOMAS, Superintendent

J. R. Dougher, Assistant Superintendent of Street Railways

429 Central Bldg., 6th and Main Sts., Los Angeles

Disposition: Referred to Mechanical Department.

By Motorman Golt: Would like to see a notice issued instructing motormen to not carry handles from one end of train to another; that many times upon taking a train out of terminals all of the handles are found to be on one end of the train.

Disposition: Notice will be issued.

By Motorman Russell: That some coasting clocks do not register correctly.

Disposition: When motormen have reason to believe that coasting clock is out of order or not working at all they should send a miscellaneous report to the Superintendent, and the matter will be taken up with Mechanical Department for correction.

By Conductor W. B. Dixon: That the painted safety zones on Hollywood and Sunset Boulevards have just about disappeared and need repainting.

Disposition: Mr. Wilson stated that the Pacific Electric has no authority to paint these safety zones on the pavements, and that this matter is now up with the City authorities with the view of making some arrangement whereby these zones will be kept in proper condition.

By Conductor Church: That conductors are calling Glendale Boulevard by its old name, Lake Shore; also that the same condition exists in Sawtelle and Palms by conductors calling streets by their old names.

Disposition: A notice will be issued to trainmen instructing them to call streets by proper names, the same as they are signed.

By Conductor Russell: Suggested that a list of station numbers of telephones in the P. E. Building at 6th and Main Street be posted at terminals so as to enable trainmen to get the parties desired when it becomes necessary to use the public telephones.

It was stated in the following discussion that all that was necessary, when the exchange was open, was to call for the Department desired and proper connections would be made. However, it was suggested that a notice be issued instructing trainmen how to get the dispatcher over the public

telephone, both when the exchange is open and closed.

Disposition: Notice will be issued.

By Conductor Dixon: Suggested that fire extinguishers be placed on 430 class cars on account of them catching fire so often.

Disposition: It was stated that there really was no more need for extinguishers on this class car than any other, as it is just a coincidence that more than one fire occurred successively on the 430 class cars.

By Conductor Brown: That the Western Division Trainmen forward some message of condolence to the family of the late Conductor Sorenson.

Disposition: This will be done.

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

M. B. Morris
Secretary.

So Different

A senator, asked by a Kansas City reporter why he opposed a certain public utility bill which involved millions of dollars, answered:

"I oppose this thing because I have no confidence in the gang that is behind it."

"You see," he continued, "these fellows don't inspire me with the same trust that a certain witness inspired in the county judge before whom she appeared."

"Your name, madam?" the judge asked the witness.

"Matilda Hawkins, sir, age 46," came the prompt reply.

"Well, really that is astonishing!" exclaimed the judge, and addressing the jury, he added:

"Gentlemen, please take note of that answer, and because of it I will ask you kindly believe everything Mrs. Hawkins has to say."

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Cigars Toilet Articles Candies

**CONDENSED STATEMENT
THE FARMERS & MERCHANTS NATIONAL BANK
OF LOS ANGELES**

AS MADE TO THE COMPTROLLER OF THE CURRENCY
AT CLOSE OF BUSINESS
JUNE 30, 1922

ASSETS

Loans and Discounts	\$25,701,417.64	
U. S. Bonds to Secure Circulation	1,500,000.00	
United States Bonds and Certificates of Indebtedness	1,722,915.81	
Other Bonds, Stocks and Securities	938,053.16	
Bonds Borrowed	1,490,000.00	
Bank Premises	479,277.34	
Customers' Liability on Letters of Credit	275,948.72	
Customers' Liability on Account of Acceptances....	34,578.50	
Redemption Fund wit U. S. Treasurer.....	75,000.00	
Interest Earned, Uncollected	101,464.92	
Cash on Hand	\$1,942,458.97	
Due from Federal Reserve Bank of S. F.	2,603,507.53	
Due from Banks	3,062,251.72	7,608,218.22
		\$39,926,874.31

LIABILITIES

Capital Stock Paid in	\$1,500,000.00	
Surplus	1,500,000.00	
Undivided Profits	819,618.40	3,819,618.40
Reserved for Taxes	47,970.94	
Reserved for Interest	31,070.80	
Unearned Discount	44,499.88	
U. S. Government Securities Borrowed.....	1,490,000.00	
Letters of Credit	306,569.77	
Acceptances Based on Imports	34,578.50	
National Bank Notes Outstanding less amount on hand	1,471,700.00	
Deposits	32,680,866.02	\$39,926,874.31

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, Cashier.

Correct Attest: E. D. Lyman, T. E. Newlin, R. F. Gross.

**THE FARMERS & MERCHANTS NATIONAL BANK
OF LOS ANGELES**

Corner of Fourth and Main Streets

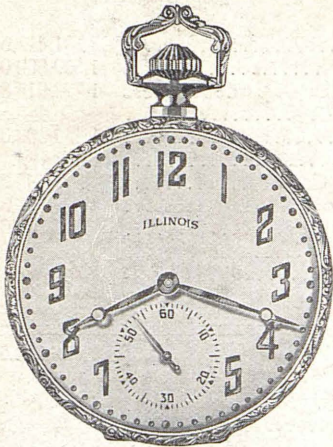
OFFICERS

J. A. GRAVES,
President

T. E. NEWLIN, Vice-President	E. L. POWELL, Assistant Cashier
H. F. STEWART, Vice-President	C. L. HOGAN, Assistant Cashier
V. H. ROSSETTI, Vice-President-Cashier	E. MADER, Assistant Cashier
J. M. HUTCHISON, Assistant Cashier	FRED S. HILPERT, Assistant Cashier
A. E. ELLIOTT, Assistant Cashier	ERNEST GARRETT, Assistant Cashier
G. H. NAEGELE, Assistant Cashier	F. B. DICKEY, Assistant Cashier

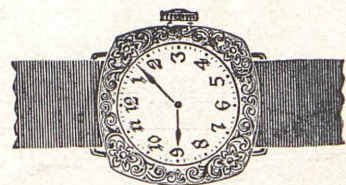
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on which you are
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\$5.00 Cash—\$5 Per Month

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Genuine Elgin movement; the smallest movement made by the Elgin Watch Co. These watches are guaranteed to give you the best of service.

\$35.00

up
\$5.00 Cash—\$5 Per Month

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Just because a man finds it more convenient to buy a watch on deferred payments is no reason why he should be charged more than the man who pays cash. Therefore buy one of these Watches with confidence. The price is the same whether you pay cash or take advantage of our liberal terms.

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