



# The Pacific Electric **MAGAZINE**



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LOS ANGELES, CAL., FEBRUARY 10, 1922

No. 9

## 12<sup>th</sup> NATIONAL ORANGE SHOW



**SAN BERNARDINO**  
**FEB. 17 - 27**  
**URBITA SPRINGS PARK**



# Let's Have the Whole Story

## San Francisco's Municipal Railway, When All The Facts Are Considered, Isn't a Howling Success

The Associated Press report of the success of San Francisco's municipal railways make us all sit up and take notice:

### "Frisco's Car System Pays Big Returns

**Municipal Railway has cleared More than Five Millions in Nine Years on 5-cent Fares."**

"San Francisco, Dec. 31.—San Francisco's municipal street railways, since their inauguration in 1912, have yielded returns of \$16,601,077, an excess of \$5,876,358 over operating costs, according to announcement by the board of public works. The line has charged 5-cent fare ever since it was organized.

Out of the excess, the city has redeemed \$994,800 of the original bond issue, interest has been paid on the entire bond issue, and \$1,500,000 has been spent for extensions, leaving a reserve fund of more than \$2,000,000 on hand.

The system for which citizens originally voted \$5,500,000, the report shows, could not now be duplicated for less than \$8,000,000. In the time of operation the city treasury has not been drawn upon to pay any part of the original debt."

—Salt Lake Telegram, Dec. 31.

A profit of \$5,000,000 in 9 years—and they have a 5-cent fare! We look with envy at our neighbor 'Frisco.

But wait—'Frisco's making a wry face. Let's see why.

### 'Frisco's Gold Brick

A little while ago a lot of folks bought gold bricks that looked pretty—but! And we still do it. Communities as well as individuals, are still letting themselves be stung with "gold bricks" that glisten but are not real and San Francisco has succumbed to the lure of one of the favorites,—municipal ownership.

The Associated Press report gives the unmistakable impression that the the San Francisco Municipal Railway, under a 5-cent fare, is a highly successful venture for the citizens of that community. The press statement is correct as far as it goes, but it tells only half the story.

The layman's impression from this report would be that the balance over and above operating expenses, in this case \$5,876,358, is clear profit. Many people assume that operating expenses include all expenses, when, as a matter of fact, in the electric railway industry they do not include taxes, depreciation or interest on the investment. When these items are added to the operating expenses and deducted from the gross revenue an entirely different story follows.

The Associated Press took figures only from part of the Financial Report of the Municipal Railway for the fiscal year ended June 30, 1921, issued by the Board of Public Works of the City and County of San Francisco. The full report is as follows:

### Income Account, December 28, 1912, to June 30, 1921

Passenger Revenue ..	\$16,363,363.75
Misc. Revenue .....	71,330.92
Interest on Securities	
Owned .....	166,382.47
<b>Total.....</b>	<b>\$16,601,077.14</b>
Operating Expenses:	
Ways & Structures ..	462,249.74
Equipment .....	874,929.72
Power .....	2,095,980.17
Conducting Trans-	
portation .....	6,780,080.58
Traffic .....	3,632.06
General and Misc. ....	499,661.16
Loss on Track Re-	
turned .....	8,184.76
<b>Total Operating</b>	
Expenses ....	\$10,724,718.18
Net From	
Operation .....	\$ 5,876,358.96

The Associated Press stopped here. Not what follows in the report:

Income Deductions:	
Interest on Funded	
Debt .....	\$ 1,757,927.54
Reserve for Deprecia-	
tion & Accidents ..	2,944,507.49
Charter Comparison	
Charges (Taxes) ..	1,440,167.92
<b>Total Income</b>	
Deductions .....	\$ 6,142,602.95
Net Income	
(Deficit) .....	\$ 266,243.99

From this you will observe—taking their own published statement as the basis—that instead of the venture being so highly successful from a financial standpoint, it shows a deficit of \$266,243.99. From the same report we find that this year alone the railway showed a deficit of \$188,811.43. These figures are from the annual report of the San Francisco Municipal Railway, containing the audit certified to by Bullock and Kellogg, certified public accountants, San Francisco, and you can obtain a copy of the report by writing to Leonard S. Levy, San Francisco Municipal Railway, San Francisco.

### FARES OR TAXES?

San Francisco pays a 5-cent fare and makes up the loss in taxes. San Francisco pays more in the long run than if it had privately owned street railway receiving fares that would cover expenses.

If any municipal railway should make good, it is the one in San Francisco. Most car lines must give double service for one fare for the reason that the traffic is all one way. Every-

one goes to town in the morning and the incoming cars are crowded. They go back empty. Then, too, in most systems, certain "long haul" lines are operated at a loss, which must be met by the other lines.

The San Francisco Municipal Railway operates in the heart of the city where traffic is thickest and hauls are short. It covers very few, if any, of the outlying districts. Then too, it has a big advantage in the issuance of the tax-exempt bonds, which permits a city to borrow money on a lower interest rate than private institutions can.

President Harding, in his address to Congress on December 6th, 1921, indicated that both privately owned industries and the public suffer from the system of using tax-exempt bonds. His statement follows:

"I think our tax problems, the tendency of wealth to seek non-taxable investment, and the menacing increase of public debt, Federal, State and municipal, all justify a proposal to change the status of many billions outstanding, but we can guard against future encouragement of capital's paralysis, while a halt in the growth of public indebtedness would be beneficial throughout our whole land."

Statesmen and economists both agree that the further issuance of tax-exempt bonds is a menace to our industrial welfare. With this advantage, and with the further advantage of not being obliged to serve the sparsely settled sections of the city, the 'Frisco railway shows a deficit—without these advantages, what would it do?

### TOO MANY BOSSES

Why isn't government ownership of public utilities efficient? Just glance at Russia, where government ownership has had full swing—it is so efficient that millions starve in one part while wheat rots in another. Consider the railroads in our own country under government operation—after the blow they had, it's a wonder they didn't take the count.

Karafax knows a youngster who is handed back and forth between his Daddy and Mother, who've agreed to disagree. He spends six months with each, and what he learns from one, he has to promptly forget with the other. Result—a fine little fellow ruined.

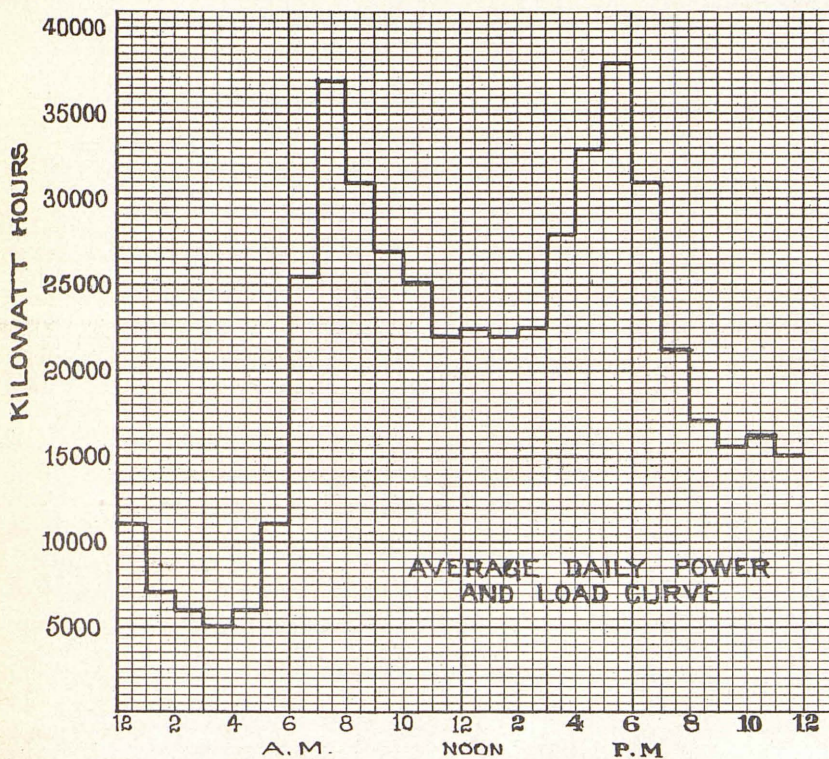
It's somewhat the same with a municipally owned public utility. Whenever a new party comes into power, there is a change of policy which upsets everything. Frequently change of policy is just as bad for the public utility as for an individual.

So let's consider well before we waste any envy on 'Frisco's "gold brick."

Salt Lake Kar Fax.



# THE POWER LOAD



By L. H. APPEL

The problem involved in anticipating and meeting the public's demand for transportation service over the lines of the Pacific Electric Railway Company can be clearly demonstrated by means of a typical daily power load curve which illustrates graphically the hourly demand for electrical energy over the entire system for the operation of the cars and trains.

Indicative of the demands of the traveling public, the illustration shows a typical week day power load curve and gives a comprehensive idea of the fluctuations in the power load demand throughout the entire period of the day, and with which the Pacific Electric Company must contend, to cope with the riding habits of the communities through which it operates.

The present average daily hourly maximum load is 38,000 kilowatt-hours, excepting for Sundays when the average is approximately 25,000 kilowatt-hours during the peak period of the day. The daily minimum hourly load averages approximately 5,000 kilowatt-hours and occurs, as will be noted, during the early morning hours. The peak load of the day occurs between five and six p. m. although the load which occurs between seven and eight a. m. very often approaches the total of the evening peak.

Peak loads at a rate far in excess of those indicated above are experienced for short periods during the

day but, of course, are not reflected directly in the curve shown, although they do materially influence the hourly averages.

While the power load fluctuates between comparatively extreme limits, the electrical equipment, including feeders and transmission lines, must be provided to meet the maximum demands, regardless of the fact that the maximum demands may be only of short duration.

Illustrative of this, there is installed in the fifty-one substations on the system electrical equipment rated at 60,000 kilowatt capacity in order to provide for the varying demands, meet the high momentary swings, and peak loads on the individual substations, the sum of whose individual peaks exceeds the system maximum peak; the peak load on all the substations not necessarily occurring simultaneously.

It may be stated here that there are several of the substations which are badly overloaded and require additional equipment.

This briefly illustrates to the extent that the Pacific Electric Railway Company must stand ready to serve and provide the necessary facilities, regardless of the public's demand, and while particular reference has been made herein to the power facilities required, the same holds true for all of the equipment and facilities required for operation of the system.

## FIREMAN SHOWS VALUE OF RAILROAD TO COMMUNITY

Showing what the Southern Pacific Company does in the way of development and progress of the communities it serves against the value of the commercial auto, A. M. Fisk, fireman on the Coast Division, recently addressed an excellent communication to the Pacific Grove Chamber of Commerce. His statement in part, appearing in the February issue of the Southern Pacific Bulletin, follows:

"The companies handling freight and passengers out of Pacific Grove via automobile do not maintain stations in our city for the convenience of their patrons but use our public streets for this purpose. They do not employ anyone who resides in Pacific Grove, neither do they have any payroll that could in any way compare with that of the Southern Pacific Company; in fact, they have no payroll at all in Pacific Grove. They spend but little if any money here unless it should happen to be for gasoline to enable them to get out of town. If all the business here was handled by rail it would enable our local truck drivers and taxi men to make more hauls and keep this money in Pacific Grove. Do the auto busses mean more to Pacific Grove than the advertising the Southern Pacific is giving our community? If not, then the solution is to patronize the railroad. The local merchants are inconsistent in their argument against us patronizing mail order houses when they themselves patronize the truck and jitney instead of a permanent institution in the shape of the railroad.

"The payroll for Southern Pacific employes working out of Pacific Grove is approximately \$9,000 per month (this does not include the section gang, some of whom live in Monterey and others in Pacific Grove); practically all of this money is distributed among local merchants for the necessities of life or invested in this community. The Pacific Grove Chamber of Commerce stands for the advancement and enlargement of Pacific Grove and so does the Southern Pacific Company because they have money invested here. Do any of the auto busses or trucks running in here care about Pacific Grove's advancement? No! Because they have no money invested here.

"I just put this matter before you in a fair way, hoping that the fair-minded members of the Pacific Grove Chamber of Commerce might take some action on my suggestion, as it not only means a great deal to Pacific Grove, but to the entire state of California. The railroads are the life blood of California and are getting 'the skimmed milk' in return for their service."

"In conclusion I would like to say to the local merchants that we know who is having their freight shipped in by truck and that our \$9,000 per month payroll should not be lost sight of; in other words, 'Don't bite the hand that's feeding you.'



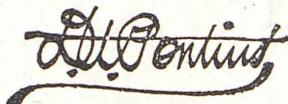
## PACIFIC ELECTRIC RAILWAY COMPANY

OFFICE OF VICE PRESIDENT AND GENERAL MANAGER  
LOS ANGELES, CALIFORNIA

JANUARY 1, 1922.

THE TITLE OF T. J. DAY, GENERAL  
FREIGHT AGENT, IS THIS DATE CHANGED TO  
FREIGHT TRAFFIC MANAGER.

THE TITLE OF O. A. SMITH, GENERAL  
PASSENGER AGENT, IS THIS DATE CHANGED  
TO PASSENGER TRAFFIC MANAGER.



VICE PRESIDENT AND GENERAL MANAGER.

APPROVED



PRESIDENT.

### EXCELLENCE OF SERVICE BRINGS REWARD

The announcement, of which the above is a photographic copy, carries a little story not shown on its face. Behind the publication of this emblem of authority is a reason for its existence, and that reason, briefly, is "excellence" of service performed."

Both Mr. Smith and Mr. Day began their service with the Pacific Electric in the ranks, and their titles have been earned by painstaking effort. The way has not been easy nor their burdens light by any means, and because of their proven capacity they are now rated in title with executives of other railways handling similar duties. In other words, they rank as Peers in railway executive circles.

Among our employes each of these gentlemen possess a host of friends who will learn with pleasure of the new honors bestowed.

"Are ye feelin' better, Sandy? I brought ye to wi' a drap o' whuskey."

"Did ye, mon? An' tae think I was unconscious."—O. B. Bulletin.

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

Passenger Revenues .....	\$ 937,353.04	
Freight and Switching Revenue .....	326,536.53	
Other Revenue .....	80,591.49	
		\$1,344,481.06
Total Railway Operating Income .....		
Total Railway Operating Expenses:		
Wages .....	653,225.02	
Other Charges .....	306,174.35	
Transportation for Investment—Credit .....	985.02	958,413.35
		386,067.71
Revenue Less Operating Expenses .....		
Depreciation .....	22,951.33	
Taxes Assignable to Railway Operations .....	80,122.00	
Total Depreciation and Taxes .....		103,073.33
		282,994.38
Revenue Less Operating Expenses, Depreciation and Taxes ....		
Non-Operating Revenue .....		15,564.52
		298,558.90
Net Revenue .....		
Interest on Bonds and Other Debt .....	319,064.84	
Rents and Miscellaneous Income Deductions .....	28,414.35	
		347,479.19
Total Deductions .....		
Net Loss for month .....	\$ 48,920.29	
Net Loss, 11 months this year .....	\$ 702,764.57	

### HOW CONDUCTOR TACTFULLY SHOWED PATRON ERROR

An instance where tact and quickness in meeting a situation prevented a dissatisfied patron is reported by John A. Gill, Tariff Inspector. The incident occurred on train 187 from San Jose to Niles. A woman presented a ticket reading San Jose to Stockton to Conductor H. E. Wamsley and asked what was the correct fare. He told her \$2.94 whereupon she replied that she had been charged \$3.94 and intended to report the matter. Asked if she was sure she had been overcharged she produced the change from a five dollar bill, two silver dollars, a "nickel" and one cent. Seeing that the woman was in error Conductor Wamsley took the money and said: "You claim to have paid \$3.94 for the ticket. Here is six cents which makes \$4.00 and here is one dollar which makes \$5.00. How about the extra dollar?"

The woman was nonplussed for a moment and so he added:

"You were only charged the right amount. Here is your correct change," and he gave her the extra dollar.

Mr. Gill says that if patrons would carefully count their change such complaints would be eliminated. He praised Mr. Wamsley's diplomacy. —S. P. Bulletin.

### WHO GOT THE AUTO?

It will interest the good people of the Pacific Electric who took chances on the Chandler Touring Car raffled for the benefit of Los Angeles Orphans to know that M. Mariscal of No. 733 East 54 St. employed as one-man car operator on Division 4 of the Los Angeles Ry., holding ticket 892, was the lucky party.



# A Review of Our Business

## Official Issues Statement to Employes Outlining The Necessity of Recent Rate Increases

By D. W. PONTIUS,  
Vice President & General Manager

**T**HE Pacific Electric is serving a growing community, the fastest growing community in the United States, and therefore the Pacific Electric must be a growing institution.

Four years ago I was Traffic Manager of the Pacific Electric, and was sent from here to San Diego to complete and place in operation the San Diego & Arizona Railway, which was the closing link in a new transcontinental railroad between the Pacific Coast and the East. During the four years I was in charge of that property, approximately \$7,000,000 were spent under my direction in railroad building and equipment. Upon returning to the Pacific Electric in my present position, I found that the Pacific Electric had not spent a dollar in extending lines and furthermore, it was found that the equipment, while maintained in 100 per cent safe operating condition, had not been kept up in other respects. Everything in the way of maintenance of tracks and equipment was deferred, when this could safely be done, all for one reason: No money with which to do the work.

Since the road was built, the Pacific Electric has borrowed approximately \$13,000,000 to keep the lines in operation, as sufficient revenue has not been taken in to pay the fixed charges which include operating expenses, interest and taxes.

### Financial Status

For years this company has sailed under false colors; the people were led to believe that the road was making money and while some effort has been made to correctly inform the public as to the financial condition of the company, no appreciable progress was made until the investigation of the State Railroad Commission was completed prior to the recent rate hearing before the Commission. The Railroad Commission's representatives made a study of our conditions which required a year and a half to complete. Before the past two years or until recently, the tracks were kept in good condition, the equipment well painted and our patrons were under the impression that the company was making money faster than any other Southern California industry. On the contrary, the Pacific Electric which is the largest industry in Southern California in both investment and number of employes (investment exceeds \$70,000,000 and employes total over 5200) has been losing money faster than any other Southern California industry.

The question has been asked frequently, "Why does not the Southern Pacific, which owns majority of the stock of the Pacific Electric, continue

### FOREWORD:

Our Vice-President and General Manager, Mr. D. W. Pontius, has taken advantage of many invitations that have been extended to him during the past month to appear before many of the larger civic and commercial organizations, in Los Angeles and elsewhere, where many of the points covered by his "talk with employes," reproduced herewith, received the careful attention of his audiences.

On Tuesday, January 3rd, he addressed over 300 representative business men at Covina, at a meeting of the Associated Chambers of Commerce of San Gabriel Valley, which is comprised of delegations from 18 of the Chambers of Commerce in the district from Alhambra on the west to Pomona and Whittier on the east. Again on Thursday, January 12th, he addressed the noon-day luncheon of the City Club in Los Angeles. He is also holding conferences with committees from many of the outside communities, where consideration to their local problems is given.

to advance the money necessary and wait for the country to develop, when possibly the road would come out all right without readjusting fares, as this has been the policy of the Southern Pacific during past years?"

### Must Sustain Self

Our answer is this: The Government, during the late war, took over the steam railroads in the United States, including the Southern Pacific. These roads were returned to their owners in a bad way financially, bound hand and foot with unreasonably labor contracts and crippled in many other ways. The Transportation Act, under which the roads were returned to their owners, provides that the railroads may have 6 per cent if they earn it. Understand now, if they earn only 1 per cent or 2 per cent, that is all they get. The railroads were not guaranteed 6 per cent. If they earn say 10 per cent, the government takes 2 per cent of this amount, which goes into a fund to be loaned to railroads that require financial assistance, and the railroads may have the other 2 per cent, but the government tells them exactly where that amount must be spent and provides that the amount must be spent in additions and betterments, new equipment, double-tracking of lines, etc. The Southern Pacific cannot turn this extra 2 per cent over to their stockholders as a dividend or even use it for making up losses of the Pacific Electric. Money in the market to-

day is worth 6 per cent or more, and you certainly cannot blame the Southern Pacific for saying to the Pacific Electric: "You must stand on your own bottom."

Much has been said about the excessive salaries paid to officials of the Pacific Electric. You may be surprised to know that there are only three officers of the company that are paid over \$500 a month. The salary of Mr. Paul Shoup, President of the Pacific Electric, is less than \$250 per month. The financial condition of the road was taken into consideration when fixing the salary of the officers.

### Management is Efficient

And yet we have efficient officers: A witness for the State Railroad Commission at our rate hearing in November testified that they were able to place into effect on the Los Angeles Railway, with the cooperation of the City of Los Angeles, changes in operating conditions whereby a saving of nearly \$1,000,000 a year was made, and when they commenced investigating the Pacific Electric, it was hoped that a similar condition would be uncovered. To their surprise, nothing was found where any great saving could be made and the investigation developed that the property is well managed. Understand, I am not criticising the management of the Los Angeles Railway, as when it was found that operating savings could be made on that railway, before this could be done it was necessary to have the cooperation of the City of Los Angeles, which the Los Angeles Railway had not been able to work out to that time.

A great many complaints are made about the poor Hollywood service. During part of the day, the Hollywood service is good as any electric railway service, and better than a great deal of the street car service operated by any railway. The trouble is during the evening hours, from 4 to 6 p. m. when the cars are delayed an unreasonable length of time along Hill street. The cars become bunched and the result is that a great many of them are loaded far in excess of what they should carry, and the only way I know of, whereby this condition can be remedied, is to build the tunnel which this company has promised, and supply equipment of greater carrying capacity, which this company is obligated to supply.

As to new cars: The money has been provided to purchase fifty center entrance multiple unit control cars for service on the Hollywood lines, which will cost approximately \$750,000 and they will be built and placed in service as quickly as contract can be closed. My opinion is that they will be here before the end of six



months. The plan is to place these cars in service on the Sunset boulevard route to Hollywood as soon as received, but they are really for the purpose of operating through the tunnel in two or three car trains, when the tunnel is completed.

**Building of the tunnel:** This means much to the City of Los Angeles, Hollywood, Glendale and the San Fernando Valley. The congestion of our streets is a great problem. Hill street and Sixth street, together with the other streets in the center of Los Angeles, are now congested to a maximum, and a plan must be worked out to take care of these conditions, since the city is growing rapidly, and when the Pacific Electric proceeds to spend \$1,850,000 for a tunnel which will take from the Hill street to First street the major portion of the Hollywood trains, the San Fernando Valley trains and will take from Sixth street all the Glendale and Burbank trains, I know you will agree with me that the railway company is doing its share toward relief of the congestion of the streets, and with the cooperation of the city of Los Angeles the tunnel will soon be built. The completion of this tunnel will reduce the running time between Los Angeles and the Hollywood district between eight and ten minutes.

#### Fare Readjustment

Referring to the fare readjustment which was made effective January 1st, and as supplemented February 1st: Those who are not informed as to why these adjustments were made are entitled to a rehearing, but in the end I am positive, in my mind, that the fares as they now stand will not be changed. Not one representative of the public testified at the hearing in November that the Pacific Electric should perform service at a loss, but on the contrary, that the railway company should have a reasonable return for the service performed, and all the railway company asks is that it be allowed a reasonable return.

The public will not accept as a fact, a statement from the railroad company that it has not been making a reasonable return on the investment, and all the public will accept is a statement from the authorized representatives of the people, the State Railroad Commission, that the railroad company has not been making a reasonable return. That body has gone through our accounts with a fine comb, and knows exactly where the company stands financially.

**Automobile competition:** We do not blame those who are operating buses over the highways without remuneration to the State, and without paying for every bit of wear and tear to our good roads which are paid for with your money and my money. The roads are being fast crushed to pieces and will soon have to be rebuilt. The people are to blame for this condition and the authorized bus and truck common carriers are within the law. Of every dollar taken in, the Pacific Electric pays to the State 5¼ cents and the steam lines pay 7 cents under the present law. Every dollar taken

#### PERTINENT FACTS CITED BY MR. PONTIUS

LET the tax-payers furnish us with a free right of way, keep up the tracks, relieve the railroads of the 5¼ or 7% tax, as the case may be, and railroad freight rates and passenger fares will be reduced so greatly that the public would simply be astounded.

At the present time in the United States, of 555 important cities, 129 have a 10c fare; 7 have 9c fare; 89 have 8c fare; 191 have 7c fare; 118 have 6c fare and only 21 have a 5c fare.

The Pacific Electric handles annually 105,000,000 passengers, which is divided 55,000,000 interurban and 50,000,000 local passengers.

The average ride of a Hollywood passenger on the Pacific Electric lines is 6½ miles; on the Los Angeles Railway the average ride is 3½ miles; on New York surface lines 1½ miles and on Chicago street railways 1¼ miles.

from the railroad by common carrier automobiles, bus or truck lines, means a loss to the State of 5¼ cents or 7 cents, and the tax payers repair the roads.

Let the tax payers furnish us a free right of way, keep up the tracks, relieve the railroads of the 5¼ cents or 7 cent tax, as the case may be, and railroad freight rates and passenger fares will be reduced so greatly that the public would simply be astonished. In other words, it is far cheaper, on an even break, to carry freight and passengers on the railroads than by automobile bus or truck, but you must keep in mind that only a very small part of carload freight, even under the present favorable conditions to truck lines, is carried by trucks. They cannot afford to handle the carload freight at the rates charged by the railroads.

A witness for the State Railroad Commission testified at the recent hearing that if it was not due to the bus competition in this vicinity, there would have been no reason for the Pacific Electric to ask for a readjustment of fares.

Some facts in which you will be interested.

The average ride of a Hollywood passenger on the Pacific Electric lines is 6½ miles.

The average ride of a passenger on the Los Angeles Railway is 3½ miles.

The average ride on a passenger on the New York surface lines is 1½ miles.

The average ride of a passenger on the Chicago street railway is 1¼ miles.

For every person residing in the Hollywood district, it has cost the Pacific Electric \$5.00 for the past year, in excess of the amount collected in fares. This amount is arrived at, based on the present population of Hollywood and the actual fare collections for the Hollywood lines.

Street car fares in some of the other cities of the United States:

Washington population 437,571; 8 cent fare with 1 cent charged for universal transfers; 5 tickets for 35 cents.

Cincinnati, population 401,247, 8 cent fare, 5 tickets for 40 cents.

Minneapolis, population 380,582, 7 cent fare, 4 tickets for 25 cents.

San Diego, population 100,000; 10 cent fare, with two 5 cent zones. 7 tickets for 50 cents.

Chicago, population 2,701,705; 8 cent fare on elevated lines; 6 cent fare on surface lines. No tickets.

Portland, population 258,288; 8 cent fare, 6 tickets for 45 cents.

St. Louis, population 772,897; 7 cent fare, no tickets.

Seattle, population 315,652; 10 cent fare, 8 tickets 40 cents.

Philadelphia, population 1,823,779; 7 cent fare, 4 tickets for 25 cents, 3 cents charged for transfers at 580 transfer points, and there are 320 free transfer points.

San Francisco, population 508,000; 5 cent fare. If the municipally owned line had paid 5¼% to the State as taxes, and all the other fixed charges, that privately owned electric railways must pay, that line would have shown a loss of \$188,000 for last year.

At the present time in the United States, of 555 important cities, 129 have a 10 cent fare; 7 have a 9 cent fare; 89 have 8 cent fare; 191 have 7 cent fare; 118 have 6 cent fare and only 21 a five cent fare.

#### Regarding Hollywood

The fare between Los Angeles business center and Hollywood was for many years 10 cents. The 5 cent fare was not established voluntarily, but under legal duress. Since then, the Pacific Electric has been furnishing this service at less than cost, receiving no return on the investment, and often not even receiving operating expenses.

I believe it will be generally conceded by the thinking men of Southern California that the Pacific Electric has done more for the development of Los Angeles and vicinity than any other factor except climatic conditions, and it is reasonable to believe that this country requires the Pacific Electric to be 100% efficient for the purpose of assisting in the future growth of the city.

The Pacific Electric handles, annually, 105,000,000 passengers, which is divided 55,000,000 interurban and 50,000,000 local passengers.

As I stated in the beginning, the Pacific Electric is serving a growing community and must be a growing institution.

Basis for construction of Pacific Electric interurban fares, effective Feb'y 1st, 1922:

**One Way**, 2¼c per mile.

**Round Trip**, 2¼c per mile.

**10-ride Individual Commutation Ticket**, good for 30 days from date of sale, 2c per mile.

**30-ride Family Commutation Ticket**, good for 90 days from date of sale, 1.75c per mile.



What it costs to run a railroad today, compared with 1917:	1917	1921
Motormen and conductors, per hour .....	30c	46-53c
Cost to construct one mile of double track electric railway, light construction, unpaved .....	\$30,000	\$ 67,000
Light construction, paved .....	\$42,000	\$ 90,000
Heavy construction, paved .....	\$87,000	\$143,000
Cost of untreated ties, each .....	50c	\$ 1.38
Cost of treated ties, each .....	\$ 1.07	\$ 2.60
Cost of 75-pound steel rail, per ton .....	\$ 42.00	\$ 81.00
Cost of 127-pound Grooved Girder rail, per ton .....	\$ 50.00	\$ 109.00
Cost of standard steel coaches .....	\$16,700	\$ 45,000
Pacific Electric power bill, per month .....	\$84,000	\$130,000

## WEDDING BELLS

It has just been learned by the Magazine that on December 4, 1921, Mr. Harold Huestis and Miss Lucy Giles, were united in marriage. Mr. Huestis has been Assistant Agent at El Segundo for the past five and a half years and Miss Giles has been employed in the Efficiency Bureau of the company since 1920.

The honeymoon of the happy couple was spent in Ventura and they are now at home to their friends at 1013 E. Commercial street, Inglewood.

The marriage is announced of Miss Sarah Eulalie Le Blanc, daughter of Mr. and Mrs. Joseph Arthur Le Blanc, 6206 Fountain avenue, Hollywood, to Mr. Earle Moyer, Wednesday morning February 1, 1922.

Both of the contracting parties are members of the Accounting Department of the Pacific Electric and have a host of friends, both in and out of the department.

A reception in honor of Mr. and Mrs. Moyer was held at the "Club" on the evening of February 1; was attended by a large concourse of their friends who extended most hearty congratulations and dancing was indulged in until a late hour.

Mrs. Albert E. Hilson, announces the marriage of her daughter, Miss Queenie Hilson to Mr. Prescott F. Kay, on Saturday, January 21, 1922.

This young couple, both of whom are employes in the Accounting Department, sprang quite a surprise upon their numerous friends, for, while it was not unexpected, it had been thought that the date of the happy event would be along somewhere in June.

**Individual Calendar Month Ticket**  
10 miles and under, 1.2c per mile  
11 to 15 miles 1.08c per mile  
16 to 20 miles .96c per mile  
Over 20 miles 9 mills per mile

**Individual Calendar Week Day Ticket**, based on a charge per month of 10 per cent less than above.

**Individual 60-ride 40 day Ticket**  
10 miles and under, 1.38c per mile  
11 to 15 miles 1.24c per mile  
16 to 20 miles 1.104c per mile  
Over 20 miles 1.035c per mile

The cost to reproduce the Pacific Electric on present day values,—\$92,400,000 for the operative property, and \$11,200,000 for the non-operative property. The Railroad Commission and the officers of the Pacific Electric have very closely agreed on these figures.

Valuation of Pacific Electric lines for rate basing purposes was set by the Railroad Commission at \$63,412,000, while the valuation as claimed by the Pacific Electric officers is \$75,000,000. The difference is accounted for in a number of ways, which include such matter as graded roadbed for two tracks, the second track not constructed at the present time; difference in value of lands, interests, etc.

## The Gory Order

A young woman who was not familiar with the language of railroad men happened to be walking near a depot where a freight train was being made up. As the freight train was being backed up, one of the brakemen shouted: Jump on her when she goes by, run her down beyond the elevator, cut her in two and bring the head end up to the depot."

Screaming "Murder!" the young woman turned and fled from the spot for dear life.

Two hundred and fifty pounds of colored flesh in the form of a woman boarded said car, paid fare and wobbled to a nearby seat. A few moments elapsed. "Lady," spoke the conductor, politely, as he tapped her on the shoulder, "are these your suitcases in the aisle?"

"No, sah," she replied, "them's mah feet."

"Well would you mind putting them where they belong?" continued the conductor.

"Wel if ah does, sah," she answered, "you all won't be able to sit down for the next twenty minutes."

## VETERAN OFFICER DIES

For many years, Henry Clay Walker, Police Officer, No. 1, has been a familiar figure around Sixth and Main Street Station, and during his service he won many friends by his genial personality, and regret came to many with the news of his demise on January 27, at his home in this city after a brief illness.

Speaking of his death, the Examiner of January 28, says: "Even the street urchins knew something was lacking around the Pacific Electric Depot at Sixth and Main. Patrolman Walker has been on duty there for twelve years. His kindly sympathy for the stranger and his friendly pat on the head for the newsie had made "Dad" Walker, known to a lot of folks. He was 72 and had been "on the force" continuously since March 29, 1889. Capt. Charles R. Moffatt, J. A. Smith and R. E. Cottle are the only three left who were with him at the time."

Funeral services of Mr. Walker were held on Monday, January 30, at Trinity Methodist Church, South, with interment following at Inglewood Cemetery.

Sincere condolence is extended by all of our employes to the bereaved family.

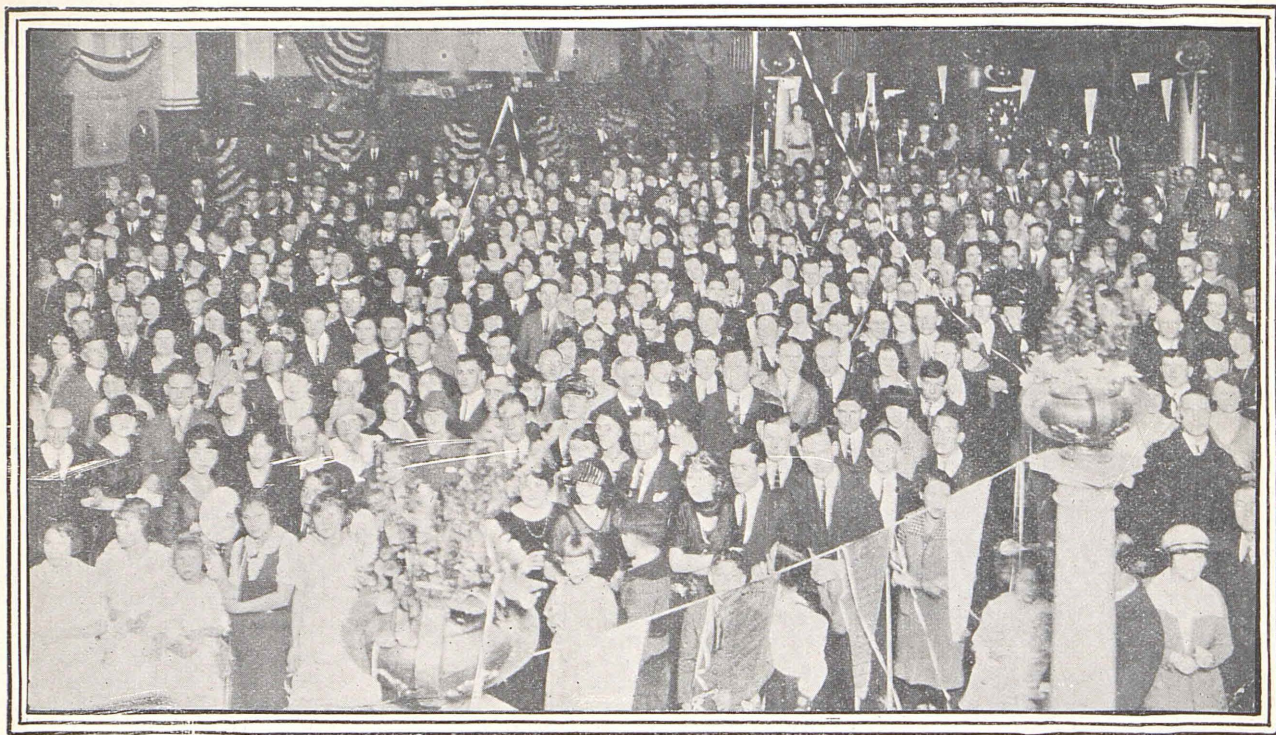
## ONE OF DAN CUPID'S PARTIES



THE MOYER RECEPTION AT THE "CLUB"



# Our Annual Ball at Redondo



**N**OTWITHSTANDING very chilly weather our Annual Ball at Redondo Beach Auditorium, under the auspices of our "Club" on January 18, had a larger attendance than any previously held, and a most enjoyable time was had by all present.

Our big band furnished music for the occasion and compliments of that feature have been very numerous.

Our picture herewith shows only a small portion of the crowd present and, of course, does not glimpse the real enjoyment had by all in attendance. Dancing was begun shortly after 8 o'clock and continued until 11 o'clock.

Special trains were operated out of Los Angeles and Sherman, and quite a few people came over to Redondo in other conveyances from Long Beach and San Pedro for the event.

A very enjoyable social entertainment and dance was given in Liberty Auditorium at San Pedro on Friday evening, February 3, by the Pacific Electric Club for the employes residing in, or near Long Beach, San Pedro, Torrance and Redondo. This in line with the custom the Club has adopted in entertaining at outside points.

The attendance was very gratifying to the Club Management and all present expressed great enjoyment of the event.

## NEWS FROM THE PACIFIC ELECTRIC CLUB

### Saturday, February 11—

Agents Association Meeting in Assembly Hall at 8:00 p. m. Refreshments served after meeting.

### Monday, February 10—

Pacific Electric Band Rehearsal at 8:00 p. m.

### Wednesday, February 15 —

Northern Division Safety Meeting at Glendora. Car leaving 6th and Main at 1:00 p. m.

### Thursday, February 16—

Monlight Dance in Auditorium at 8:30 p. m.

### Friday, February 17—

Regular Movie Show in Auditorium at 7:45 p. m.

General Staff Meeting at 10.00 a. m. in Assembly Hall.

### Monday, February 20—

Pacific Electric Band Rehearsal at 8:00 p. m.

Electrical Department Meeting for all employes of the Electrical Department in Assembly Hall at 8 p. m. Refreshments served after meeting.

### Tuesday, February 21—

Transportation Department meeting of all Divisions at 8:00 p. m. Refreshments served after meeting.

### Thursday, February 23 —

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

### Friday, February 24—

Regular Movie Show in Auditorium at 7:45 p. m.

### Monday, February 27—

Pacific Electric Band Rehearsal at 8:00 p. m.

### Wednesday, March 1—

Pacific Electric Club Executive Committee Meeting in Assembly Hall at 2:00 p. m.

### Thursday, March 2

Regular Club Dance in Auditorium 8:00 p. m.

### Friday, March 3

Regular Movie Show in Auditorium at 7:45 p. m.

### Monday, March 6

Pacific Electric Band Rehearsal at 8:0 p. m.

### Tuesday, March 7

Southern Division Safety Meeting at 2:00 p. m. in Assembly Hall. Mechanical Department Meeting for all employes of the Mechanical Department will be held in Assembly Hall at 8:00 p. m. Refreshments after meeting.

### Wednesday, March 8

Pacific Electric Rod and Gun Club Meeting in Club Quarters at 8:00 n. m. Refreshments served after meeting.

### Thursday, March 9

Japanese Lantern Dance in Auditorium at 8:30 p. m.. Western Division Safety Meeting at 2:00 p. m.

### Friday, March 10

Regular Movie Show in Auditorium at 7:45 p. m.



**JAN. 1 COMMITTEE MEETING**

Minutes of meeting of Executive Committee of the Pacific Electric Club held in the Committee Room of the club on Wednesday, January 4, at 2:00 p. m.

Absent: Messrs. S. E. Cooper, M. C. Brucker, L. J. McGrath, F. B. Howe, H. T. Bonnett, A. F. Wilkins, W. R. Osborn, G. W. Orr, R. M. Hyde, H. A. Culloden, J. C. McPherson, C. Thorburn.

Minutes of the previous meeting were read and approved.

**Club Fund**

Balance on hand Nov. 30..	571.44
Receipts .....	910.25
<b>Total .....</b>	<b>1,481.69</b>
Paid out in bills and expense	1,205.31

Balance on hand Dec. 31.... 276.38

**Relief Fund**

Balance on hand Nov. 0.....	587.17
Receipts .....	377.09
<b>Total .....</b>	<b>964.26</b>
Paid out in relief .....	359.38

Balance on hand Dec. 31.... 604.88

**Mortuary Payments**

William Rees, Store Dept., Torrance Beneficiary, Wife, Mrs. C. E. Rees .....	633.09
Louis Boyer, Conductor Western Div. Beneficiary, Wife, Mrs. Alameda Beyer .....	607.25
Peter Binkiewicz, Mechanical Dept., Torrance Beneficiary, Wife, Mrs. Stella Binkiewicz .....	635.60

Mr. Stuart stated that he expected the largest attendance this year to the Pacific Electric Club's Annual Grand Ball given at the dancing pavilion at Redondo Beach, January 18.

On the last Saturday of this month, January 28, the Pacific Electric Club will give a social and dance for employes of the Pacific Electric Railway and their dependents at San Pedro. The employes residing in or near Redondo, San Pedro, Long Beach and Torrance will be invited. There will be extra service to take care of all who go and extra transportation will be granted as a courtesy from the Pacific Electric Railway Company and not chargeable against their regular monthly transportation.

The entertainment, social and dance at Mount Lowe for Pacific Electric employes of Pasadena was a big success, over 150 members being present. The boys all had a good time and expressed themselves to that effect. The club plans another entertainment, social and dance for Pacific Electric employes and their families who reside in or near Pasadena, date to be announced later.

**VICTOR RECORDS:** Mr. Stuart said that there had been three new records purchased for the Club Victrola. They are: "Why Dear," Fox Trot; "Sal-O-May," Fox Trot; "Rose Dog Trot," "Rose Real," "Canadian Capers," Fox Trot; "Bimini Bay," Fox Trot.

**COMMUNITY SINGING:** Mr. Stuart stated that the community singing at the movie shows has been a great success. Eight old fashioned songs have been learned by the audience and he expects some real community singing on the big "Pacific Electric Night" to be held at one of the leading theaters this winter.

**REPAIRS TO CLUB ROOMS:** The manager stated that the Company had approved a work order for the major part of the repairs to the club rooms, also that he expended some of the club money for two rugs, linoleum mats, lamps, desks, etc.

**TRANSPORTATION:** The matter of transportation for members living outside of Los Angeles in order to attend the movies given at the club on Friday nights was taken up and discussed. Mr. Smith stated that, with the assistance of the manager, he would interview Mr. Pontius and see if some plan could be arranged. The manager stated that he felt sure this would be granted, if some way could be arranged to see that club members used this transportation for the affairs of the club only.

**MORTUARY FUND:** The manager stated that the Mortuary Fund is continuing to grow and that it is a pleasure to all to see this fund grow and all should continue to get new members. Mr. Stuart stated that he has disbursed more money this month from the relief fund than any other month of the year. Most of this money was spent to relieve employes with large families, not less than five to seven in a family.

**XMAS REMEMBRANCES:** This Yuletide is the first in the history of the club that the little Mexican children of the Company have been remembered. Each Mexican child was given a one-half pound box of candy, one-half pound nuts and one nice Californian apple put up in a clever little bag to represent a Christmas stocking. Girls in the Auditor's Department were extended a vote of thanks by the club for their assistance in making the bags. Over \$100 was donated by the club from the Relief Fund for this purpose. Pictures showing them receiving their presents were published in the Pacific Electric Magazine. Members in the hospital each received our regular Christmas present and the manager has received very appreciative letters from each of them. The members of the P. E. Club Orchestra, who have played for the club dance for a year or more, and our faithful treasurer, each received \$10 as an Christmas present, from the club.

**CAR SERVICE—MACY ST:** Meeting before last the subject of car service for Macy street came up, but in as much as the Company was figuring on making some changes, nothing further was done regarding same. It is now suggested that the Company run a car at 7:45 a. m. and one at 4:45 p. m. which would take care of the men coming and going to work. The matter will be taken up and reported on next meeting.

**MOVIES:** The manager stated that some of the very best features would be shown first so that members who had to leave early could do so without missing the main feature. He also stated that a new machine was being purchased which would make it possible to show one reel immediately after the other without a pause. This would save from fifteen to thirty minutes on each show and would give members who had to catch early cars a chance to see the entire show.

**OVERTIME:** The matter of overtime and time and one-half on Sundays and holidays was brought up by Mr. Drake of the Mechanical Department, Macy street. Mr. Stuart stated that he had several cases where employes were not earning enough money to support their families and they need more work, and that he would take the matter up with Mr. Pontius at once. He also stated that this matter should be brought up before the Mechanical Department's regular meeting.

**OCEAN PARK CAR BARNs:** The car barns at Ocean Park were reported in bad condition, such as, the roof leaking and the washing facilities being inadequate. It was also reported by Mr. Barclay that a crew of men were working on same.

There being no further business, the meeting adjourned at 3:30 p. m.

**FEBRUARY CLUB MEETING**

Minutes of the meeting of the Executive Committee of the Pacific Electric Club held in the Committee Room of the Club on Wednesday February 1, 1922 at 2:30 p. m.:

Mr. Smith being absent, Mr. Bishop acted as president of the meeting.

The roll was called and the following members found absent:

M. C. Brucker, A. F. Minor, W. R. Osborn, Earle Moyer, T. W. Kennedy, J. M. Goefert, Earl McCall, and W. A. McCammond.

Minutes of the previous meeting were read and approved.

**CLUB FUND**

Balance on hand Dec. 31st..	275.38
Receipts .....	996.00
<b>Total .....</b>	<b>1,272.38</b>
Paid out in bills and expenses	1,052.46

Balance on hand Jan. 31st.... 219.92

**RELIEF FUND**

Balance on hand Dec. 31st....	276.38
Receipts .....	1,205.50
<b>Total .....</b>	<b>1,810.38</b>
Paid out in relief .....	315.00

Balance on hand Jan. 31st ..1,495.38

**MORTUARY PAYMENTS**

George Tibbs, Painter, Mechanical Department, Torrance, Beneficiary, Wife, Mrs. Adela Tibbs ....\$607.25

Thomas De Coursey, Store Department, Torrance, Beneficiary, Wife, Mrs. P. A. De Coursey .....

Mr. Stuart stated that he had received \$1,000.00 from the Company for the Emergency Relief Fund and



expressed his appreciation to the company for the same.

The local entertainment and dance for the employees at San Pedro was changed from Saturday night to Friday night, February 3rd. on account of there being no hall available for Saturday night.

**Transportation to the Movies:** Mr. Stuart stated, at the last movie show that he asked how many present were using their regular monthly transportation to attend the movie shows at the Club and found that more than fifty were using their regular transportation. Mr. Pontius has stated that he is willing to issue special privileges to all who care to come to the Club Movie Shows. He does not, however, want this privilege abused and some scheme will have to be devised to check the transportation to see that the members receiving same actually attend the Movie Shows. Much discussion followed on a means to check the transportation and it was decided to appoint a committee consisting of Mr. Brucker, Mr. Culloden, Mr. Cooper, Mr. Moyer and Mr. Hill to devise a satisfactory method to check up this transportation and they are to report on same at the next meeting.

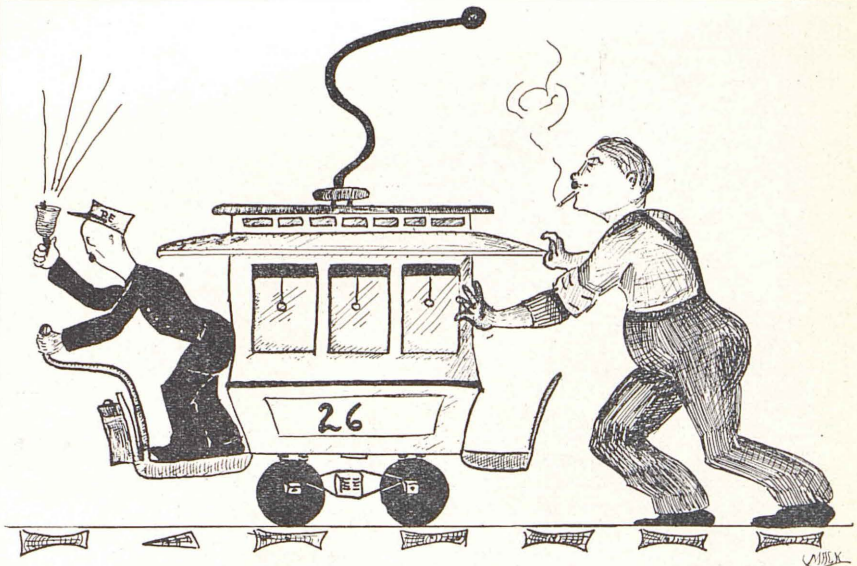
**New Movie Machine:** Mr. Stuart stated that he had purchased a new moving picture machine for \$325.00 which cost includes all fixtures and equipment. Everything will be installed within two weeks. Fifty new chairs have been purchased for the Auditorium to help take care of the large crowds.

**New Members:** Mr. Den'se has sent in thirteen new applications from men working in San Bernardino. These come from men who have very little opportunity to use the Club and certainly shows the right spirit in joining.

Mr. Stuart also stated that the Annual Ball at Redondo was the greatest success in the history of the Pacific Electric Club. The Pacific Electric Band furnished the music for the dance. Mr. Pontius was present and praised both the dance and the band very highly. The band gave their service free gratis. The band is going to play at the Orange Show again this year, on Sunday February 19th. They will play one concert in the afternoon and one in the evening. Mr. Stuart states that the Pacific Electric band is the only industrial band in the state that is engaged for professional musical engagements and that it is an honor to the Pacific Electric Railway to be highly cherished to be selected to play at the National Orange Show.

The manager announced that Mr. Davis of the Mechanical Department at Macy street will be forced to leave us. He has been in poor health and probably will go to Camp Kearney. The Club stands ready to help him in any way possible, should he need it. Mr. Davis recommended that Mr. T. J. Clifford take his place on the Executive Committee Board. Mr. Clifford was also recommended by Mr. Drake and Mr. Langley and

## ME AND BEN TURPIN!



Rumor has it that our genial friend and solicitor, Frank B. Clark, connected with the Passenger Traffic Department, is developing considerable notoriety as a "Heavy Man" with the Max Sennet Comedy Company.

Frank has been for the past three weeks, associated with the above mentioned company, indirectly, in the capacity of general overseer and custodian of our historical old trolley car, No. "26," which has in itself, attained considerable prominence in the movie world, and F. B.'s chief role in this connection, has been to see that all provisions of the contract un-

der which this old relic of by-gone days, when rented to the Moving Picture Companies, are lived up to, to the letter, and also to see that no damage whatever is done to this company's property, particularly in regards to old No. "26".

Frank declares that Ben Turpin, Max Sennet or his entire bevy of beautiful baby dolls, will have to trample over his dead carcas, before he will submit to any rough stuff being perpetrated on "Old Maud" while he is on the job, and when F. B. makes an assertion of this nature, nuff sed.

will take Mr. Davis' place in case he has to leave.

Mr. Moyer has taken a wife this day and a reception is being held in the Auditorium for the happy couple. There will be ice cream and punch served and plenty of dancing and a good time for everyone. Mr. Moyer has been active in the Club and played in the band, giving much of his time to both.

**Pacific Electric Night:** The manager stated that the big entertainment this year will, if possible to arrange, be held in the Philharmonic Auditorium and that it is going to be the biggest thing this Club has ever put over. If we are unable to secure the Philharmonic Auditorium, some other large theatre that will accommodate all the employes will be selected.

**Overtime:** The manager stated that he had interviewed Mr. Pontius concerning overtime for men with large families who were not making sufficient money to properly provide for their families. These men will be given an opportunity to put in some overtime in order that they may make more money in the future.

**Club Activities:** The Club activities are continuing to grow. The relief of 5,000 employes of the Pacific Electric Company is handled entirely by

the Club and the Company has given us another substantial increase of \$1,000.00 for this purpose and we can continue to help. As time goes on we are going to have more to help and it is a pleasure to see the Company come to our aid. Anything that pertains to the dissatisfaction of any employes of the Pacific Electric Company should be brought to the attention of the Executive Committee of the Club and everything possible will be done to eliminate it. Every Executive Member of the Club should keep in touch with the men they represent and keep the Club informed as to such conditions.

**Victor Records:** The following phonograph records were purchased for the Club during the month of January, 1922:

I've Got the Joys—Comedian with Orchestra.

Strut Mis Lizie—American Quar.

My Sunny Tennessee—Fox Trot.

I Want You Morning, Noon and Night—Fox Trot.

Say It With Music—Fox Trot.

The trainmen of Long Beach are organizing a baseball team known as the "P. E. Reds". The Auditing Department is giving an entertainment February 21st to raise money for their new uniforms. They are known as the "Restless Five" and tickets are



on sale at \$1.00 per couple. The Club will furnish their baseball equipment. This equipment is to be considered property of the Club. The Club is helping to promote all affairs of this kind and in doing so, it develops a good spirit among the employes.

Mr. Howe brought before the Executive Committee the matter of finding some way to make conditions more pleasant for the freight men at 8th and Hooper. These men work such hours that they have little opportunity to take advantage of the entertainments at the Club. Mr. Howe states that a pool table could be installed at 8th and Hooper by some minor alterations to the shanty there. He also stated that they were furnished wooden locker which were unsatisfactory. The freight men have to have many changes of clothes to meet the weather conditions and he suggests that steel lockers be installed. He states that these men are paying Club dues and that some consideration along this line would be gladly accepted. There are about 150 men at 8th and Hooper. Mr. Bishop suggests that Mr. Stuart make an investigation and report on same at the next meeting.

The Mechanical Department at Torrance expressed their appreciation of the special transportation offered by Mr. Pontius to our Club entertainments.

There being no further business, the meeting was adjourned at 3:30 p. m.

### BOOK DONATIONS

Clarence Williams, Sub-station Operator has donated two very interesting books to the Club Library, titles, "The Seven Darlings" by Gouverneur Morris and "Friday the Thirteenth" by Thomas W. Lawson.

Miss Ethel Demmel has donated the Club two very interesting and well known books, "Pollyanna" by Eleanor H. Porter and "Bobbie, General Manager", by Olive Higgins Prouty.

W. S. Allen of the Electrical Department, Sub-station Operators has added a valuable addition to the Club Library in donating "My Lady Barefoot" by Mrs. Evely Raymond.

Wilian H. McGruder, Gateman at 6th and Main has donated to the Club one hundred goods books by popular authors. This is a vary substantial addition to our library. The Club offers Mr. McGruder a hearty vote of thanks for these books.

### NEW RECORDS

The following phonograph records were purchased for the club during the month of January, 1922:

"I've Got the Joys," (Comedian with Orchestra); "Strut Miss Lizzie," (American Quartet); "My Sunny Tennessee," (Fox Trot); "I Want Your Morning, Noon and Night," (Fox Trot); "Say It With Music," (Fox Trot).

### MOVIE PROGRAM

#### February 24

Main feature—Wallace Reid in "RENT FREE."

He lost his humble studio because he couldn't pay so he "squatted" in a mansion when he found the folks away.

Then—Sh-h-h-h—Girls—Cops Vile villainy foiled by love! And fun enough to make you kiss your landlord! A picture with every laughing convenience known to man! Cast includes Lila Lee.

Harold Lloyd in "From Hand to Mouth", a comedy.

PATHE REVIEW: fins and fun. Fly fishing for trout by an expert; G. M. La Branche, one of America's most famous fly castors, poses for Field and Stream and catches trout.

Katy comes to Town: An interview with a straw hat.

Skidding on Skates: The Novagraph Slow Motion camera shows some stunts on roller skates.

Fighting Feet. The two kinds that nature gives her forest children.

Pathe Color: Summer snowballs; a little canter through glorious Glacier National Park.

#### March 3

Engagement Extraordinary. Main feature—"Just Around the Corner"

You who laughed and cried over "Humoresque" well you know what human appeal may come from the lives in some humble street. When the joys and sorrows of those lives creep close and become your own.

You who will see "Just Around the Corner", will laugh and cry again over another different story of New York's great East Side. Over another mother, another son, two girls and a couple of men.

No shimmering silks are here. No blaze of wealth. But struggle and frailty, fighting loyalty, infinite love. All in the clattering, challenging, thrilling whirl of the world's metropolis!

A rare and happy hour awaits you—"Just Around the Corner".

Eddie Boland in "On Your Way"—A Hal Roach Production.

PATHE REVIEW: The Windmill Dance of Holland, with Delle Bennett and H. Fletcher Rivers; presented by Julian Ollendorf.

Over the Bars—as shown by the Novegraph Slow Motion Camera.

Capitol Travelaughts—by Hy Mayer—"All to the Merry-Bowwows"; a few of man's best friends.

Pathecolor—Home life on the fringes of the Sahara.

#### March 10

Engagement Extraordinary. Main feature, "3 Live Ghosts".

Pals in the war, reported lost, and now they breezed back home.

A ne'er-do-well who, fearing the law, was perfectly willing to stay dead.

A blue-blood shell shocked out of

his name and past into a habit of stealing anything in sight.

A roaring bucko whose "resurrection" spoiled Step-mama's plan for collecting insurance.

Add a wife, a baby, two interrupted lovers and 57 complications. Mix with constant surprises and laugh for a solid hour.

Aesop's Fables Modernized. Mice in Coucil.

PATHE REVIEW: Pathecolor, an afternoon with Nanki-San in Japan. Her Hank of Hair—Being the Whence, Where and How of "Transformation."

Diving for Dinner—Remarkable Views of Diving Seals, taken with Pathe Slow Motion Camera.

Yankee Land—Some of the lovely scenery in old New Hampshire.

#### March 17

Main feature—"Boomerang Bill" with Lionel Barrymore.

The Greatest Moment He Ever Knew. Not because she was his, but because he wa giving her up. Why?

The story of a life that the world called bad. But when you're thrilled and laughed and cried through it all, you'll se how little the world really knew.

One story you won't forget, plus the marvelou acting of Lionel Barrymore.

Harold Lloyd in "The Marathon", a comedy.

PATHE REVIEW: The Friendly Watchers, making the humble street lamp.

Capitol Travelaughts by Hy Mayer—"Those Were the Happy Days"—some fun down on New York's east side.

Where Uncle Sam Packs His Punch. Pathe Slow Motion pictures of America's big guns in action at Aberdeen, Md.

Pathecolor—The geysers of Yellowstone Park.

**Left at the Switch**—A young man was wandering up and down the platform of the railway station intent on finding an empty carriage in the train. But in vain. Assuming an official air, he stalked up to the last carriage, and cried in a stentorian voice: "All change here: this car isn't going." There were exclamations low but deep from the occupants of the crowded car; but they hurried out and packed themselves away in other parts of the train. The smile on the face of the young man was child-like as he settled himself comfortably. "Ah," he murmured, "it's a grand thing for me that I was born clever! I wish they would hurry up and start." By and by the station agent appeared at the door and said: "I suppose you're the smart young man who said this car wasn't going?" "Yes," said the clever one, and he smiled. "Well," said the stationmaster with a grin, "it isn't. The porter heard what you said, and so he uncoupled it. He thought you were a director."—The Argonaut (San Francisco.)



# DEPARTMENTAL BREVITIES

## MECHANICAL DEPARTMENT NOTES

By W. M. Brooks

Mr. Allen Wright of the Winding Room has purchased a lot and will build a home in Torrance.

Miss Madge and Miss Lola McElroy spent a week end at Mt. Lowe, during the month.

Mr. W. E. Stewart, Chief Draftsman, has two sick babies at his home. Here's hoping they are soon well!

Mechanical Department Employees are requested to attend the Mechanical Department Meeting on February 7, at the "Club." A large turn out is desired

Floyd Shultz is having a little sick spell, but is improving and may be soon expected on the job.

Mr. Geo. Downs is again at work after a short illness.

After all the above sickness, here is another ray of sunshine. Ray Moran has his chest all expanded, an eight pound baby boy having arrived. All three are doing well.

Mr. Vre Wayne, draftsman, is the proud father of a 7½ pound boy. The mother and baby are doing fine, but we regret to state that father is abed with an attack of grip. Improvement is showing and we hope to see him at his desk in a few days.

Peter Binkiewicz, died at the County Hospital on December 31, 1921. Mr. Binkiewicz, entered the service on March 30, 1904, as a carpenter. His many friends and fellow-workers will miss his usual cheery greetings. He is survived by a wife and four children.

Leslie Stanley is also exhibiting a fine baby girl that lately arrived via the "Stork Route." This makes Jack McEwing again a grand-daddy. Congrats to all parties.

The girls of the Mechanical Superintendent's office were hostesses to the rest of the office "bunch" at a little noon hour luncheon given in honor of Miss Christopher, also of the office, and announcing her engagement to Mr. Arthur Woodward, of the Fuller Paint Co., Los Angeles. Miss Christopher was "showered" by the girls with articles of prospective use after the big event comes off. All enjoyed themselves immensely.

Mr. Felix Colas, to quote his phone message, is "Fastened to his bed." Sorry, Felix. Hope to see you soon.

## ENGINEERING NOTES

By A. J. Guercio

Sympathy of the department is extended to Mr. and Mrs. S. R. Florence in the late bereavement of Mrs. Florence's mother.

Mr. Burdick was suddenly called to Colorado on account of the sudden death of his father. Condolence is extended to Mr. Burdick.

The \$1500.00 Chandler Touring car was won by an operator of a one-man car on the Los Angeles Ry. It is now in order to salvage several garages.

Santa Monica boulevard on the Colegrove line is nearing completion after being set back due to the heavy surface drainage encountered at this location.

Mr. Flathers reports Fresno in a flourishing condition. The trip by auto was exceptionally fine, even encountering snow on the ridge route.

The signal department is assembling materials for the proposed block signals to be installed between Newton and Oneonta on the Pasadena Short Line.

Jessie A. Romig has left our service as a stenographer, having ventured upon the sea of public accounting. Although with us but a short time he proved himself to be an A-1 Stenographer with a winning personality and will no doubt make good at his new task.

Another job of some consequence is the West 6th street job extending from Olive to Figueroa streets. The special work consisting of double track narrow gauge turnouts of combination gauge at 6th and Olive streets, has been installed and is the initial step in the reconstruction and repaving of West 6th street. This job will be similar in scope to the West 16th street work.

The valuation bureau having reduced forces, Mr. Oliver has taken a position with the Pacific Mutual Company and is offering some very attractive policies. Mr. Knoderer after a short vacation expects to enter the Insurance business also. Mr. Allott has taken a position of chief field engineer with Sumner & McMillan. Mr. Wheeler and Olds have transferred to the Signal Department. Mr. King is transferring to the Operating department as trainman.

The stork in his flight over the city made a stop at the home of Art Filder of the bonding department and left a nice little baby girl and a box of "Y B's."—Congratulations.

In spite of the adverse weather conditions this department is pushing forward the reconstruction work on West 16th street, from Orchard to Normandie avenue. The new track is being ballasted with crushed rock which is tamped with air tampers, energy being supplied from a portable compressor, electrically operated. As a foundation for track in paved street the air tamped roadbed has proven far superior to the hand tamped. The new rail is No. 128 grooved girder laid on treated ties. The paving gangs are keeping well up with the new work and already enough blocks have been completed to give a fair idea of what the finished job will look like.

## ACCOUNTING DEPARTMENT NOTES

By Mary A. Blackburn

Mr. Metcalfe, formerly chief clerk of the Roadway Bureau, was recently in the office renewing old acquaintances.

Mr. Leaman is presiding again at his old post as Chief Clerk of the Agent's Account Bureau after a month's vacation.

The Accounting Department was well represented at the Annual Ball at Redondo Beach, and all report a splendid time.

Miss Grace Ehlers is taking a month's leave of absence and is on a business trip with her mother in the East.

Anyone interested in the intricate art of scaling thirty foot cliffs, climbing over waterfalls, or requiring a guide for Alpine hiking, address Miss Sparks of the Stenography Bureau.

Another wedding of interest to this Department will be that of Miss Queenie Hilson of the Stenography Bureau and Prescott Kay of the Los Angeles Union Terminal, early in February.

Mrs. Smith and Miss Beatrice Bastian are back on their desks after late vacations,—Miss Smith reporting a splendid time in San Francisco and vicinity, and Miss Bastian having spent the time quietly at home.

Miss Grace Beeseman has resigned from the Stenography Bureau and will spend her time at home taking a course in domestic science from her mother. She was presented with a handsome beaded bag from her co-workers as a token of their esteem. Her desk has been taken by Miss Ritchie.

Miss Alice Crum of the Disbursements Bureau left on January 14, much to the regret of all with whom she worked. Her wedding on January 20, to a prominent Montebello man was of much interest to the whole Department, and it is the opinion of all that Mr. Smith is a mighty lucky man. Miss Crum smiled her way into the hearts of all with whom she came in



contact, and she left behind a host of friends. She was presented with a set of flat silver and a handsome silver bread tray. Mrs. Blackburn has been transferred from the Stenography Bureau to fill the vacancy made by her leaving.

On Saturday afternoon, January 14, 1922, Mrs. May Barlow entertained with a miscellaneous shower at her home, in honor of Miss Sarah Le Blanc, who is soon to become the bride of Earle Moyer. About twenty guests were present, most of them being from this department from which Miss Le Blanc recently resigned. A most enjoyable afternoon was spent in song and music, and at four-thirty, delicious refreshments were served. The affair was a complete surprise to Miss Le Blanc and she was the recipient of a number of beautiful and useful presents.

#### PASSENGER TRAFFIC DEPT.

By W. V. Mack

E. H. Sharpe, Publicity Man, has been busy lately attending rate hearings, defending the Pacific Electric's good name.

Mr. J. V. Scofield, well known Trolley Trip Guide, in checking up his mileage for 1921, finds that he has to his credit 50,000 miles, or over twice around the Earth's surface. He has carried over 4,300 passengers through the "Kingdom of Oranges," in 1921.

A. H. Fidel has been rustling around among the newly tourists at the Ambassador, Huntington, Raymond and Maryland Hotel, boosting our Trolley Trips.

The employes of the Passenger Traffic Department were very busy Saturday afternoon, January 28, getting Mr. O. A. Smith, Passenger Traffic Manager, off on his trip east with Mr. F. F. Small, Mechanical Superintendent. They will cover all big cities in the East and Middle West, to gather data on model city type cars. The company will use the best of this information for the construction of 50 new cars to be purchased for the betterment of the Hollywood service.

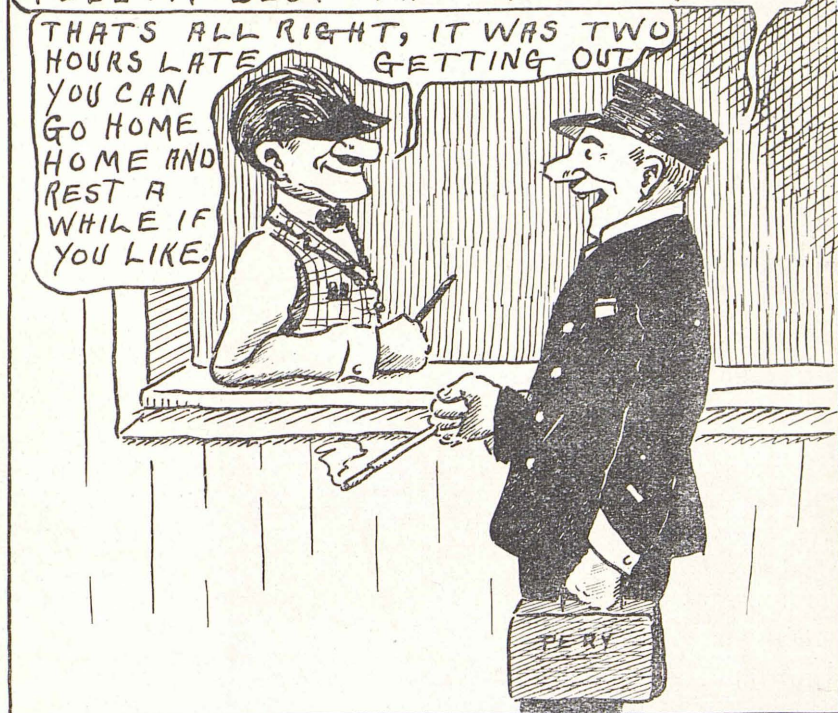
#### BIG BENEFIT BALL

Advertising is out announcing an "Electric Jazz Ball" as a benefit for the General Offices' Base Ball Team at our "Club" Auditorium, 431 South Hill Street, Tuesday evening, February 21, and it is anticipated that a large attendance will be present, and that numerous dollars will be received for the benefit of the Ball Team, assisting it in preparation for a strenuous baseball season. There will be Jazz, dancing, punch, serpentine, souvenirs, lucky spot and everything. And all that is needed is \$1.00 for both "he and she."

## PHONEY FABLE BY WILKINS

MCCULLY, I DIDN'T SHOW UP FOR THAT PAPER TRAIN, I HAD A COUPLE OF GIRLS OUT LAST NIGHT, AND DIDN'T FEEL MY BEST THIS MORNING.

THAT'S ALL RIGHT, IT WAS TWO HOURS LATE GETTING OUT. YOU CAN GO HOME HOME AND REST A WHILE IF YOU LIKE.



#### SOUTHERN TROLLEYGRAMS

By F. J. Oriva

Conductor H. Jones spent his vacation around town. He said he had a fine time.

Yes, the race is off for the leadership in coasting. Motorman E. Combs, 51 per cent; R. Melendez 60 per cent and J. Morrell 52 per cent. Boys, lets all try hard and see if some one cannot beat them.

Don't forget the Southern Division transportation meetings every month at P. E. Club.

The Southern Division still leads in coasting. Keep up the good work and stay at the head of the list. Conductors please help.

Assistant Trainmaster Cox won 1st prize on large fish, being presented with a fine fishing reel from the P. E. Rod and Gun Club. If you have not joined the P. E. Rod and Gun Club, better get busy as there are a lot of fine prizes for this year.

Conductor E. Gilliland died on Sunday, January 15. He was an ex-service man and was gassed in France. Burial occurred January 21, with military honors. Our condolence is extended the bereaved relatives.

#### WESTERN TROLLEYGRAMS

By E. C. Brown

A large attendance is expected at our February "get-together" meeting.

Motorman L. W. Speak of Sherman bought a pretty home on Palm Ave.

Motorman W. J. Barnes of Sherman has returned to work after being sick.

A Sherman motorman was heard to remark that he enjoyed his conductor's vacation.

Night Depot Master, Mr. C. Snodgrass, is enjoying his vacation, touring California.

We are glad to see Chief Instructor, Mr. George Miles, has returned to work after a severe spell of sickness.

At Ocean Park the boys have named I. Osborne, Motorman and Conductor H. Edilson on run No. 1 "The Prize Crew."

Motorman H. Gerlach has returned to work from his vacation spent in the petrified forests of California and Arizona.

The high class pictures which are shown at the P. E. Club every Friday night are greatly appreciated by the trainmen and their families of the Western Division.



The new system of "breaking-in" students, which is two days and a half spent with instructor Mr. T. Croteau on instructions, then put on runs with regular trainmen until O.K'd by them, is proving very successful.

Mr. Fred Owens, Chief Mechanical man at Hill St. Station and his staff, and the lady car cleaners there, offer a note of thanks to the Pacific Electric management for the newly installed electric heaters in their quarters.

**HARBOR DEPARTMENT NOTES**

**Wilmington**  
By T. F. Mason

Tom E. Mulligan, our new stenographer, is on the job and well satisfied with his new position.

Louie Harrison, our versatile assistant on the Cashier's desk, recently appeared as a material witness in Justice Court. Louie, whose ambition is to break speed laws, can now say "Good Morning Judge" with out stuttering.

Donald Dunn (Old Reliable), stenographer resigned January 1, to accept a position with the Pacific Car Demurrage Bureau. From all accounts Don has made a fine impression with his new employers. We all join in wishing him the best of luck.

Billy Sirstead, after reviewing the splendid presents given to Mr. Mason, our esteemed Agent, on the occasion of his wedding, was heard to remark afterwards that the time had arrived for him to take unto himself a partner. We all agree with Bill, but he will have to move over to Long Beach.

Thos. F. Mason and bride have returned from a very pleasant trip, during which they visited Cheyenne, Wyo., Mr. Mason's former home; Omaha, Denver, Walla Walla, Wyo., Mrs. Mason's former home, and have taken up residence at Long Beach.

**ACCIDENTS DURING DECEMBER, 1921**

	Northern Division		Southern Division		Western Division	
	1921	1920	1921	1920	1921	1920
Interferences with vehicles .....	124	114	108	70	161	109
Collisions and interferences with cars....	4	9	11	10	4	8
Persons struck by cars .....	0	0	7	3	10	6
Deraillments .....	9	8	21	21	12	15
On and off moving cars.....	18	18	12	20	34	54
Miscellaneous .....	25	20	33	15	40	22
	180	169	192	139	261	214
		1921	1920			
Interferences with vehicles .....	393	293	34.1%	Increase		
Collisions and interferences with cars .....	19	27	29.6%	Decrease		
Persons struck by cars .....	17	9	88.8%	Increase		
Deraillments .....	42	44	4.5%	Decrease		
On and off moving cars .....	64	92	30.4%	Decrease		
Miscellaneous .....	98	57	71.9%	Increase		
	633	522	21.2%	Increase		

Mrs. Mason was formerly employed in Division Freight & Passenger Agent's Office of the Admiral Line.

Mr. and Mrs. Mason were presented, on their return with a very complete electrical set, consisting of toaster, percolator, etc., the gift of the employes of the P. S. Co., and Pacific Electric employes.

**San Pedro**

L. Pryor, new Foreman in charge of the night engine, has a hard time finding his way to Long Beach. Must be some attraction in Pedro.

**LONG BEACH NEWS**

By Hi-Ball Masters

To start the New Year right, Conductor Sievers took unto himself a bride. Good luck young man, most of us are in the same boat.

Jack Stith has resigned from switching, as he now has a regular Motorman's job on the Sea-Willowville Line.

Santa Claus brought Tom Skillington a combination red and white electric hand lamp. With this, the regular lamps, can, and cheaters you can

sure expect 100 per cent protection.

After a fellow gets married it is hard telling what he will do. Conductor Pop Hessmer left here a short time ago single, came back married and bumped Reid. Now Reid and Phillips are together again.

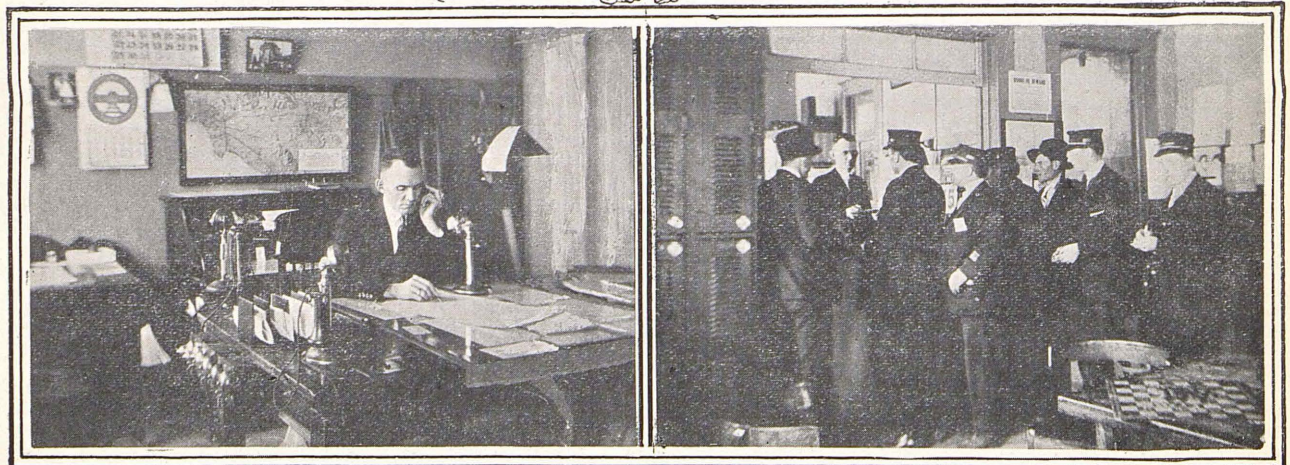
Our old friend Conductor Mann is on the hospital list. We all wish a speedy recovery, hoping to see him on the job again soon.

Long Beach will have a regular uniformed baseball team on the field in the near future. The players will represent different departments of our terminal and will be known as the P. E. Reds. J. W. Viljoen, President; Jack A. Burtec, Manager and C. C. Burgess, Captain.

**WANTED**—A strong car that can be run to the homes of some people and which will automatically sit them on their front porch.

**A Sure Recipe**—The Customer—"I can't find my wife anywhere. What shall I do?"

The Shopwalker—"Just start talking to our pretty assistant over there."—London Opinion.



A FAMILIAR SCENE AROUND SHERMAN TERMINAL



## FUNNY GRAMS

### Fashion's Changes

"Why is scantiness of attire considered so necessary in art?"

"You see," replied the eminent sculptor. "It takes a long time to make a statue, and we couldn't afford to have it left on our hands because the clothes were out of style."

—Washington Star.

**A Mild Hint**—Maud—"Have you offered Tom any encouragement?"

Edith—"Oh, yes. When he asked me what my favorite flower was, I said: 'Brown's for pastry and Smith's for bread.'"—Boston Transcript.

**Wrong Wire**—Wrecked Motorist (phoning)—"Send assistance at once. I've turned turtle."

Voice (from the other end)—"My dear sir, this is a garage. What you want is an aquarium."—Burr.

**Sure Sign**—Moke—"Does yuh really love me or does yuh jes' think yuh do?"

Moka—"Yes, indeedy, Honey, I really loves yuh; I ain't done any thinkin' yet."—Black and Blue Jay.

**Willing to be Convinced**—John—"Do you really believe that absence makes the heart grow fonder?"

Louise—"Well, you might try it for a month or two."—The American Legion Weekly.

**Good by Comparison**—An Austrian crown is worth nearly one cent, which makes it more valuable than some other European crowns.—Saginaw News-Courier.

**Relieving Monotony**—"That young man says he's tired of asking you to marry him only to be refused."

"I'm sorry to hear it," replied Miss Cayenne. "Proposing is about the only interesting thing he does in a conversational way."—Washington Star.

### "Wet" Measure—

Two pints, one quart,  
Two quarts, one fight  
One fight Two cops,  
Two cops, one Judge,  
One Judge, thirty days.

—The Van Raalte Vanguard

**Marvelous Milk**—Visitor—"How much milk does the old cow give?"

Farm Hand—"About eight quarts a day, mum."

Visitor—"And how much of that do you sell?"

Farm Hand—"About twelve, mum!"—The Passing Show (London)

"The rapidly increasing divorce rate indicates that America is fast becoming the land of the free."

"Yes," replied the nut, "but the continued marriage rate suggests that it is still the home of the brave."

—O. P. Bulletin

### A Premium on Blond Hair

The controversy which has raged in art and court circles these past months between the claims of blondes vs. those of brunettes seems to have met with a fairly practical decision in the quotation from a prominent hair dresser. "Which is the most artistic?" he echoed. "Which is more loyal?" And he shrugged his shoulders. "I don't know, I'm sure. All I know is that I get 40 cents an ounce more for blonde hair than for dark. That shows which most people want to be."—(Pittsburg Leader).

"Say waiter, is this an incubator chicken? It tastes like it."

"I don't know, sir."

"It must be. Any chicken that has had a mother could never get as tough as this one is."—O. B. Bulletin.

**The Flapper**—Of course I'll have lunch with you old thing. That's an awfully good place across the street.

**The Nut**—It looks like a fearfully wide street. Let's take a taxi.

### A Radical Monopoly

"Begorra, Moike, we can't go down that road."

"An' whoy not, Pat?"

"Sure, me bye, it says 'For Pedestrains Only,' an' we both be Oirishmen."

**Satisfied**—Counsel—"I'm sorry I couldn't do more for you."

Convicted Client—"Don't mention it, guv'nor. Ain't five years enough?"—The Bullock Way.

**The Real Question**—"We had not been hunting long when there lay a rabbit dead at my feet."

"What had it died of?"—Sondays Nisse, Stockholm.

The Judge (to prisoner).—"When were you born?" (No reply) "Did you hear what I asked? When is your birthday?"

Prisoner (sullenly)—"Wot do you care? You ain't goin' to give me nothin'."—O. B. Bulletin.

**Bungalow Thrown In?**—FOR SALE—A widow, equity \$1500; \$800 down without commission, modern 5-room bungalow, 1 block to car. Price \$500. Call—W Ave.—Gar.—A classified in the Highland Park Herald.

**Easy**—"What's all that noise gwine on ovah at you' house last night?" asked on old colored woman of another. "Sounded like a lot of catamounts broke loose."

"Dat? Why dat was nothin' only de gen'man from the furniture store collecting his easy payments."—The Bullock Way.

### Splash!

Johnny—Mother, how did father team you?

Mother—Why, your father saved me from drowning when I fell out of a boat.

Johnny—Oh! Now I know why he doesn't want me to learn to swim.

### PERSONAL SERVICE OFFERED BY S. P. ON EUROPEAN TRIP

Attention has been drawn to the excellent system of personal service rendered by the Southern Pacific Company to passengers to and from Europe, by A. J. Poston, General Agent, New York.

The traveler can purchase a ticket to Europe and return, through any Southern Pacific representative, or should a person desire to pay for the passage of a friend or relative in Europe, the cost of such transportation can be deposited right here in America with the nearest Southern Pacific representative, and the Southern Pacific lines will do the rest. An order for the transportation is purchased and sent to Europe. The relative or friend then presents the order to the steamship line and receives passage to New York.

Arriving at New York, the traveler holding Southern Pacific prepaid order is met at the pier or at Ellis Island, and arrangements are made for the journey to destination. The passenger agent will be personally responsible for seeing that the traveler is conducted to the proper train or Southern Pacific steamer and every arrangement made for a comfortable and pleasant trip west.

If the Washington-Sunset route has been selected for the trip, the traveler will be taken to the train for Washington, D. C., and upon arrival there will be met and put aboard the through tourist sleeping car, or other car chosen. This through tourist car is ideal for strangers or families, going from Washington to San Francisco without the necessity of changing cars if the traveler is destined for either Los Angeles or San Francisco, or any other station at which the Sunset Limited is scheduled to stop.

In addition to this through rail service, the big, steel Southern Pacific steamships plying between New York and New Orleans provide excellent cabin and steerage accommodations. The passenger fare includes meals and berth aboard ship, and the voyage of "100 Golden Hours at Sea" is delightful. The steamer makes connections at New Orleans with the fast through trains of the Sunset Route to points in Louisiana, Texas, New Mexico, Arizona and California.

Mr. Poston states that the Southern Pacific company representatives will be very glad to assist American travelers going to Europe, and that the Southern Pacific European agents will be ever ready to answer inquiries regarding return journey, which service will prove of great assistance to Americans abroad.

—S. P. Bulletin.

"How on earth, Harold, did you manage to get your clothes so frightfully torn?"

"I tried to save a little boy from getting licked."

"That was good of you, darling. Who was the little boy?"

"Me".—O. B. Bulletin



## A VISITOR FROM INDIA LOOKS US OVER

Recently our company entertained as its guest, a most interested and interesting official of a railway system in far-away India, Mr. P. D. Mahaluxmivala, Secretary of the Bombay Supply and Tramways Co., Ltd., Bombay, India, being the sojourner among us for five days, during which time he made a general tour of the system, visiting among other places, Venice, Redondo Beach, San Pedro, Long Beach, Riverside, Pasadena and Mt. Lowe, leaving for San Francisco and from there via Japan, China, Colombo and Ceylon to Bombay.

When Mr. Mahaluxmivala arrived here he had only gone over about 12,000 miles of this Globe's expanse and had a mere 13,000 more to go before reaching home, and had visited most of the larger cities of the United States during his stay in this country, looking into the various phases of railway and power activity, with a view to making recommendations for improvements to his company.

Briefly, here are a few of the many things of interest he reports to our representative Mr. Clarke, who accompanied him over the Pacific Electric:

"Cleveland, to my mind, has the best street car system of any I have come in contact with, and New York the worst, and of the cities I have seen Pasadena is the most beautiful."

"The Mt. Lowe trip compares with some steam lines we have in the mountains of India as regards bridges and engineering work."

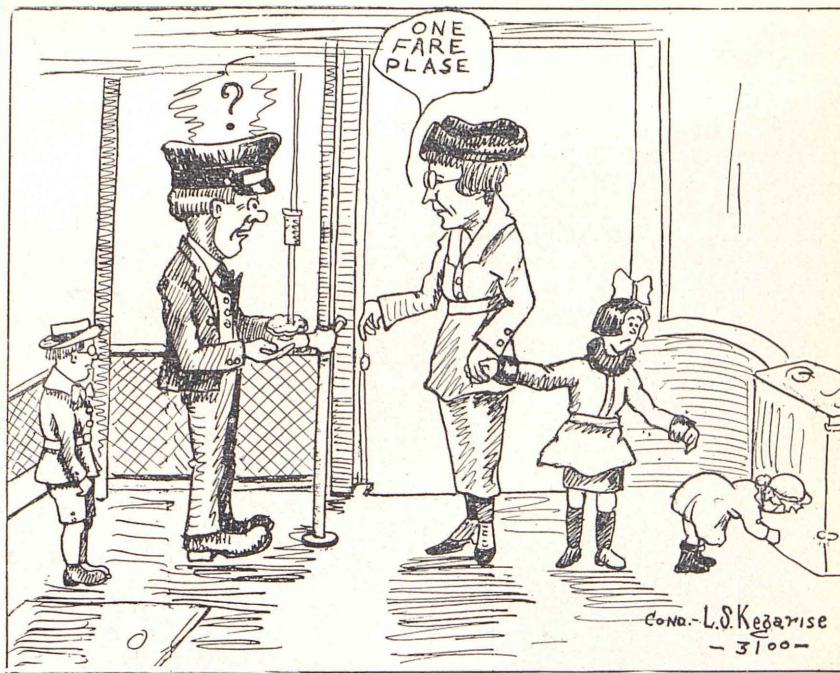
"I am particularly impressed with the courtesy of your railway employees. In my country they are very surly

"You speak of wages here and there. We pay motormen and conductors \$8.00 per month, but our conditions do not compare with yours. In Bombay we carry a passenger 8 miles for 1½ cent. Living expenses are very low and the native population very poor, many having no clothes, no homes, sleep under trees, and a handful of rice is a banquet."

"The most pleasant half hour spent in your country was at Riverside Mission Inn with Mr. Barton, the curator of that wonderful institution, who while never in India, is a student of various countries and races of people and is well posted on India."

"When I return to Bombay I shall suggest to my company that lines be extended to the thinly settled country that surrounds the city which is greatly overcrowded, and develop that country much as the Pacific Electric has your section, and will also recommend that we send trained men from Bombay to your country's technical schools, and to learn your methods of railway operation."

Mr. Mahaluxmivala is 60 years of age, has been with his company for 36 years, speaks the best of English, spends all of his spare time at home in reading; eats very little, being a strict vegetarian.



## JITNEY JABS AND JIBES

Jitney motoring on the Great Lakes of Anaheim is becoming a popular diversion.

The gambling in jitney busses ought to be stopped. Every time you get in one, it's a gamble whether you reach your destination safely or at all.

A woman changing her mind has nothing on the jitney busses running out to East Long Beach. They change their routes so often, you don't know whether they are going or coming. An elderly lady boarded a 10th street bus, hoping to reach a point on Anaheim between East Long Beach and Cherry avenue, but after riding two blocks was informed by the driver "that this was the end of the line."

An oil man and a cement man boarded a sardine can just this side of Cherry River. Both were well supplied with ample samples of their line. Only one seat was available, but the oil man sat down, and crowding over, urged the other to take a seat. The cement man declined, saying, "he was covered with cement," whereupon the other man replied: "You haven't got nothin' on me, I'm covered with oil. About that time a well-dressed lady boarded the boat and the polite oil man gave her his seat."

A comical thing happened one of the jitney busses bound for downtown Tuesday evening. Every available seat except the upper deck was taken and a few passengers were standing up when a lady boarded the ship at Port Junipero, just this side of the Panama Canal. The driver, a hungry-looking individual, was apparently eager to finish his trip and don the nose bag, so he stepped on the old dear. The lady had just

reached the center of the bus when a polite gentleman arose and offered her his seat, but the sudden momentum of the jitney caused her to lose her balance and she clutched wildly for the strap that wasn't there. The next handiest thing to reach was the coat tails of the man in front of her and in desperation she grabbed them and nearly upset the owner. Finally she landed in the seat, slightly confused but safe.—E. Long Beach News.

## Men Classified

"There are two kinds of men in this world," thundered the orator. "There are just two kinds the rich and the poor."

"You're wrong," shouted a barber. "There are two kinds: those who shave themselves and those who get shaved!"

"You're wrong, too," said the manicurist. "There are two kinds: Easy marks or tightwads."

"You are all wrong," said the egoist. "There are two kinds. Myself and others."

Which merely goes to show that anything can be proved from the point of view.—Richmond Times-Dispatch.

"I refused a drink of good whiskey last night. What would you have done?"

"I would have done what you did, but I wouldn't lie about it."—O. B. Bulletin.

**He Will Do**—The shoe dealer was hiring a clerk. "Suppose," he said, "a lady customer were to remark while you were trying to fit her. 'Don't you think one of my feet is bigger than the other?' what would you say?"

"I should say, 'On the contrary, madam, one is smaller than the other.'"

"The job is yours."—Boston Trans.



## DON'T MR. CONDUCTOR

- Don't fail to notice on Page 3, Local Passenger Tariff No. 817, that the minimum fare from or to Los Angeles, on Interurban trains, is 10 cents for the one-way and 20 cents for the round-trip. This applies to fares for children as well as to adult fares.
- Don't issue outer zone transfer unless passenger is entitled to travel to an outer zone point or unless passenger pays fare entitling them to ride only within outer zone limits.
- Don't issue inner zone transfer at Avenue 64 and Roble Avenue to passenger desiring to reach Church of Angels. Outer zone transfer must be used for this purpose.
- Don't punch "Good only within limits of outer zone" except when passenger boards car in outer zone and desires transfer to another line within outer zone limits.
- Don't honor 100-ride employees family commutation tickets between zones in Los Angeles. Such tickets are good on local cars only, in the inner zone or the outer zone but additional coupon must be surrendered when passenger travels from one zone to another.
- Don't allow passengers traveling on cash coupons any more privileges than passengers paying cash fare, regardless of the fact that such cash coupons may have been purchased prior to January 1st, 1922.
- Don't honor tickets reading between Los Angeles and Pasadena, via Sierra Madre Line to or from Lamanda Park Junction.
- Don't honor or sell tickets, outbound from Los Angeles to Lamanda Park, except on Sierra Madre Line, via San Marino. Such tickets, however, should be accepted if presented on Pasadena Short Line, Oak Knoll Line or Monrovia-Glendoria Line, to Oneonta, El Molino or San Marino only, according to line upon which operating.
- Don't forget that fares or tickets reading between Los Angeles and all points north of Lamanda Park Junction apply through Pasadena as well as through San Marino, and passenger is entitled to travel via Pasadena Short Line, Pasadena Oak Knoll Line or South Pasadena Line as well as via Sierra Madre Line direct.
- Don't honor for transportation coupons of calendar month commutation tickets stamped "VOID."
- Don't forget, however, that coupons dated for Sundays and not stamped "VOID" are good for transportation on date designated on such coupons.
- Don't overlook the fact that commutation tickets sold prior to January 1st, 1922, which have not expired, entitle holder to same privileges as they did when ticket was purchased.
- Don't honor Los Angeles Forty-Kide Outer Zone school tickets on Main Line trains between Watts and Slauson Junction. Such tickets are good for transportation on Watts local cars only. Refer to Section C, Page 4, Local Passenger Tariff o. 817.
- Don't fail to note that there is a 6c fare quoted on the back of Whittier Line fare sheet No. 14, between Slauson Junction and Miles Avenue, and that there is also a 6c fare quoted on the front of the page between Baker and Huntington Park which applies to the defined limits of Huntington Park as shown on back of Page 14, Item 2.
- Don't fail to issue identification check Form P.I.C. to all passengers on local cars holding transportation of any form which entitled them to ride from one zone into another. This applies to holders of free transportation as well as paying passengers. This, however, does not apply to passengers purchasing through tickets between South Pasadena points and Los Angeles on South Pasadena cars. In this case regulation hat check should be used.
- Don't charge 10c local fare between Watts and Sixth and Main Sts. on Compton local cars which are operated on main line. These are interurban trains and interurban fare of 20c one way and 34c round trip between Los Angeles and Watts applies.

## TRAINMEN'S MEETINGS

### SOUTHERN DIVISION MEETING

The regular monthly meeting of the Southern Division Trainmen as held on January 17, 1922, at the Pacific Electric Club, with 22 trainmen in attendance; Superintendent Davis, Asst. Supt. Taylor, division staff members, and Mr. Patton, of Passenger Department, were also present.

Preceding the regular order of business, all divisions met in joint session in the Assembly Room at 8:15 P.M., where General Superintendent Annable presented a banner to the Northern Division for the best record during "No Accident Week," December 4-10, 1921.

Mr. Sharpe, of the Passenger Traffic Department, and Mr. Geibel, of the Vice-President's Office, made short talks in connection with handling the new fare situation.

The regular order of business was then taken up, Chairman Mulligan calling to order at 8:45 P.M.

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

#### Unfinished Business

Rough track between poles 1222 and 1224, Santa Ana Line. Disposition: This has been fixed.

Greasing curve at 4th and Minter Sts., Santa Ana. Disposition: This has been done.

Widen passenger landings at Olive and Myrrh Streets, Compton. Disposition: This has been done.

Change platform at light circuit, El Moro. Disposition: This has been done.

Greasy track in Santa Ana. Disposition: This track is now being sanded by track-walker.

#### New Business

By Motorman Rose, that some change be made in routing trains through interlocking plant at Dominguez Junction; under existing schedules a San Pedro train precedes the 4 P.M. train inbound from Long Beach, which runs limited from Dominguez, and is delayed anywhere from 8 to 12 minutes by the San Pedro train doing local work. There may be other schedules involved.

Disposition: Mr. Davis will have the situation checked up.

By Mr. Rose, that where runs are changed and the working time reduced trainmen holding such runs should have the privilege of a bump.

Disposition: Mr. Davis stated that this is allowed only when the run change involves 30 minutes or more.

By Motorman Elliott, that more lockers be provided for use of freight crews at 8th and Hemlock.

Disposition: Mr. Taylor stated that the lockers are primarily for use of extra men; that regular men do not require much room and several men use one locker jointly.

By Motorman Childs, that some runs are too long and others too short; for example, runs 26 and 42, one covers a period of 13 hours and 55 minutes, and the other 8 hours and 15 minutes. It would seem that one should be cut down and the other increased.

Disposition: Mr. Davis stated that he would see what could be done.

Chairman Mulligan stated that several men had spoken to him just before the meeting regarding some runs which were considered too long; did not recall who they were, and asked for a discussion.

Motorman Oliver expressed the opinion that most of the men failed to realize the difficulties in making up the run schedules. It must be apparent to all that trippers must be run during the morning and evening hours, and having this in mind there was not much chance to improve conditions. He stated that if a little thought were given the matter they would be able to figure out for themselves why certain disagreeable things had to be done and endeavor to make the best of them.

Disposition: Mr. Taylor stated that run schedules were always given careful consideration, but it was not always possible to equalize them.

By ———, that there is a stop sign at Avenue 32, outbound, but not inbound; and one at Avenue 50, inbound, but not outbound; thought that there should be signs

governing movement in the other direction, also.

Disposition: These are safety stops required by city ordinance, before descending steep grades; as the grade ascends in the opposite direction, there is no need for a safety stop.

By Mr. Mulligan, that it is not possible to make scheduled running time on Long Beach line with trailer (non-motor) 1200 class cars; usually about 8 minutes late at Watts.

Disposition: Mr. Davis will have the matter checked up.

By Conductor Hartman, that it is almost impossible to make out reports on the table at Los Angeles street terminal; table is very old and is badly marred and scored; top should be refinished.

Disposition: Referred to Mr. Stuart.

By Conductor Davis, an improvement in Watts local service could be made by requiring all tripper cars to run just ahead of the regulars, which would have the effect of a two-train, and save much delay due to overloaded cars.

Disposition: The matter will be investigated.

By Conductor V. Wahl, that congestion at street intersections could be materially reduced, during rush hours, if proper signs could be placed indicating that two single cars would be loaded at the same time and proceed over the crossing without the second car making another stop to load after pulling up; this is being done successfully in other cities.

Disposition: Mr. Davis stated that this feature had been up with the city at one time, but nothing was ever done; would look into it.

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

G. H. GRACE, Secretary.

### NORTHERN DIVISION MEETING

The regular monthly meeting of the Northern Division trainmen was held on January 17, 1922, in the Pacific Electric Club Rooms, South Hill Street.

All Divisions met in the Assembly Room at 8:00 P.M. where Mr. Sharpe, of the Traffic Department, made a very interesting talk on the new tariffs, which was very much appreciated by all present.

General Superintendent Annable then presented to the Northern Division the Safety Week Banner, the Northern Division having made the best showing during the contest.

The Northern Division trainmen then met at their regular place of meeting, Chairman Bartholomew calling to order at 8:45 P.M.

In addition to about twenty trainmen, there were present the Northern Division staff, Mr. Birmingham, of the Traffic Department, and Mr. Briggs, of the Mechanical Department.

#### Unfinished Business

Regarding lights of 1601 class motors being changed, making them all alike.

Disposition: Mr. Small advised that this will be done as fast as the motors go through the shops.

Regarding changing the chain switch at Pomona Jct. to lever throw switch.

Disposition: This has been done.

Regarding Mexican employes riding the 4:10 P.M. Covina train from Los Angeles to El Monte.

Disposition: Mr. Johnson reports that none of the company's Mexican employes are doing this.

#### New Business

Mr. Wagner, of the Instruction Department, announced that examination on Rules, etc., would be started at once and all trainmen who had not taken the examination within the past two years would be given an oral examination, and advised them to study up and be prepared for it when they are called.

Mr. Birmingham explained a few of the points in the new tariffs that have been bothering the conductors, and explained a number of questions that the conductors brought up that were not clear to them.

By Mr. Briggs, that the spur at East San Gabriel be extended two car lengths, on account of there being more cars stored at this point at night than there is room for.

Disposition: Referred to Engineering Department.

By Mr. Briggs, that the newsboys at East San Gabriel be lined up to burn their waste



paper after they are through in the evening; that the mechanical man at that point has been cleaning them up but was not supposed to.

Disposition: Referred to Mr. Peak to line up.

By Motorman McDaniel, that his train is delayed in the depot at 6th and Main Sts. on his 11:21 A.M. trip, by a Torrance train backing over crossover.

Disposition: Referred to Mr. A. S. Kuderna to take up with depot master.

By Conductor W. E. Dixon, that the stove in the waiting room at Upland, Euclid Ave., has been moved to the ticket agent's office, leaving it cold for passengers and trainmen laying over at that point. Suggested that another stove be supplied or the other stove be moved back to the waiting room.

Disposition: Referred to Mr. Foote.

By Conductor S. Brown, that the track at the road crossing between Ganesha Jct. and Ganesha Park line switch is covered with mud and dirt, carried there by wagons and autos. Should be kept clean, account of possibility of derailment.

Disposition: Referred to Mr. Foote to take up with the section foreman at that point.

By Motorman Riordan, that his train is delayed unnecessarily at 6th and Main Sts., on his 7:41 A.M. Short Line trip, by cars being switched over crossover or left standing on main line.

Disposition: Referred to Mr. A. S. Kuderna to check up and line up with depotmaster.

By Conductor Snedaker, that the holes in covers of switch boxes be made larger, account of it being hard for a conductor to get his fingers under the cover to raise it, or that a ring be placed on top of cover.

Disposition: Referred to Engineering Department.

By Conductor Dixon, that the ticket office at Ontario be moved from its present location to the Chamber of Commerce building at the end of the line.

Disposition: Referred to Mr. Birmingham.

By Motorman Maness, that the outbound Short Line trains are delayed at Valley Jct. by San Bernardino line trains, outbound, not pulling up far enough to clear block while loading passengers.

Suggested that marks be placed on the wire or post placed at side of track, for one, two, three and four-car trains, so that motormen on San Bernardino trains would know when their trains cleared the block.

Disposition: Referred to Mr. Belt to look into the situation.

By Conductor Dorman, that the number of passengers be marked on employes' passes, where there are several on one pass, to avoid mistake, and save conductor's time in counting them.

Disposition: Referred to Mr. C. P. Hill.

By Conductor Dixon, that frequently passes issued from one Division through to another Division. Suggested that separate passes for each Division be issued.

Disposition: Referred to Mr. Hill.

By Motorman Paulsen, that we have a line shake-up when schedules are changed, instead of putting the runs up for bid.

Disposition: Mr. Bradley stated that the present plan seemed more satisfactory, on account of the trainmen having a chance to exercise their seniority rights.

By Conductor Tonopolsky, that the markers on car 720 and others will not stay lighted on account of the doors being loose and allowing the wind to blow them out.

Disposition: Referred to Mechanical Department.

By Conductor Sloan, that the crossover switch north of the carhouse on North Fair Oaks be set for the crossover.

Disposition: Referred to Mr. Rodenhouse.

By Motorman Hood, that trainmen when in uniform be allowed to ride on their badge numbers, instead of using coupon passes.

Disposition: Mr. Bradley stated that it was better to use coupon passes, on account of the Auditor's office being able to keep the records to better advantage.

There being no further business the meeting adjourned at 9:45 P.M.

H. L. WIGGAM, Secretary.

#### WESTERN DIVISION MEETING

The trainmen of all Divisions assembled in the Committee Room of the Pacific Electric Club, on January 17th, 1922, at 8:15 P.M., before proceeding with their respective meetings, where they were addressed by Mr. Sharpe, of the Traffic Department, and Mr. Geibel, of the Vice-President's Office. Both

### WHY ACCIDENTS OCCUR AT R. R. CROSSINGS

**A** RECENT investigation by the Pennsylvania railroad shows that one in three motorists needlessly and carelessly risk their own lives and the lives of others at railroad crossings.

Between the hours of 12:50 and 3:10 p. m. ninety-nine cars passed over a certain crossing. Their average speed was 25 miles an hour. Of the forty cars going east fourteen were carelessly driven, of the fifty-nine going west twenty were driven with abandon. In some cases the drivers had their heads turned and were conversing with others, when they came to the grade crossing.

This little study goes far to explain why there are seven thousand persons killed or injured every year in this country at railroad crossings. This mortality is shocking and shameful. When to native human carelessness are added moonshine and joyriding, the results are told in blood and tear, in sinful tragedy and useless death.

Recklessness takes many and varied forms, but death holds his stop watch on all of them.

Mr. Sharpe and Mr. Geibel addressed those present regarding the new rates made effective the first of January, giving some interesting statistics explaining why these rates are necessary.

Mr. Annable, General Superintendent, then made an address calling attention to the records made by the respective divisions during "No Accident Week." He called attention to the fact that while all divisions made excellent records, the comparative showing of the Northern Division came first in order, and they were therefore awarded a banner as a remembrance of their satisfactory record.

The Northern and Southern Divisions then retired to their regular meeting places and the assembly of Western Division trainmen was called to order by Chairman J. Hanselman. The attendance numbered thirty-five trainmen; Mr. Annable, General Superintendent; Mr. White and staff members and Mr. Glancy, of the Traffic Department.

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

#### New Business

By Conductor Barnes: Suggested that Cull-tickets in the new commutation books be made a little bit larger.

Disposition: Referred to Traffic Department.

By Conductor Barnes: Suggested that Cul-ver City and Beach books be printed in different colors account of the similarity between the two. Said passengers could get by some conductors and ride to the beach on a Culver City book.

Disposition: Referred to Traffic Department.

By Conductor Hockmuth: Suggested that samples of books used in Bay District of San Francisco be procured with a view of adopting that form. Said they were thoroughly perforated and easily handled.

Disposition: Referred to Traffic Department.

By Conductor Hockmuth: Stated that the single cardboard tickets sold at Hill Street Station are not thoroughly perforated and will not tear apart without turning same back and forth two or three times.

Disposition: Referred to Traffic Department.

By Conductor Barnes: Called attention to

the fact that 500-Class cars were very difficult to take over the crossover at Roseboro account they will not run with front trolley down, necessitating the conductor standing between the cars during the movement; asked for a dead end overhead trolley at this crossover.

Disposition: Referred to Mr. Anderson.

By Conductor Hockmuth: Suggested that a sign be put in cars showing the new fares, use a map showing the local fare zones, plainly showing which calls for a six-cent or ten-cent fare, thereby saving the conductor a lot of talking and speeding up the handling of passengers. In discussing the matter it was suggested that such a sign be placed in front of the station at Hill Street, on the Hollywood side, so that passengers would see same before they get to the ticket window.

Disposition: Referred to Traffic Department.

By Conductor Porter: Wanted to know if it was permissible for a conductor to correct a misunderstanding with a passenger over the six and ten-cent fares by refunding four cents in case ten cents is paid and registered when their destination is a six-cent point and making a notation to that effect on trip sheet.

Disposition: Mr. Glancy recommended that correction be made by making the change and reporting same on trip sheet.

By Conductor Hockmuth: Referred to subject discussed in item No. 329 and wanted to know if conductor could not refund the four cents, take the ten-cent ticket and hold it until some one purchases a ten-cent ticket, give them that ticket and register six cents.

Disposition: A transaction of this kind is absolutely contrary to instructions.

By Chairman Hanselman: Suggested that the 10-cent point on the register dial be moved nearer to the six-cent point, it being necessary at present to turn the entire arc of the dial to go from 6-cent to 10-cent point. Discussion of the subject brought forth numerous suggestions, such as changing the "Pass" point with the present 10-cent point; some believed that if the register mechanism be kept oiled the present arrangement would be satisfactory.

Disposition: Mechanical Department will oil them up and let them remain as they are.

By Conductor Owen: Suggested that the Mechanical Department check up on the way the registers work, saying that most of them turn hard.

Disposition: Mr. Todd said that if conductors would report these faulty registers when they sign off the trouble would be remedied.

By Conductor Barnes: That some of the registers are not set true, that is on some of them it is necessary to set the pointer between the spots to make the registration desired.

Disposition: Mr. Todd requested that cases of this kind be reported by trainmen when discovered.

By Conductor Owens: Requested that the new 10-cent tickets be printed in two colors in order to more easily distinguish the identification check from the ticket proper.

Disposition: This form of ticket will not be used after the first of February.

By Conductor Barnes: Wanted to know if it was necessary to issue an identification check when a transfer is issued to a passenger.

Disposition: Mr. Glancy stated that it was necessary.

By Chairman Hanselman: Wanted to know if some one could not be appointed to take care of the standard clocks with a view of keeping them together; as it is now there is some difference in time at the different terminals.

Disposition: A new system is being adopted of sending the time over the dispatcher's wire at noon every day, and those in charge of standard clocks will then be able to keep the clocks regulated.

By Conductor Hockmuth: Referred to 48-ride school books used on the Van Nuys line by students attending the University at Berendo. Books are only good to Normandie; wanted to know what fare to charge from Normandie to Berendo.

Disposition: 10 cents. New books will be good to Berendo.

By Motorman Broswell: Suggested that sign "Passengers are forbidden to stand on front platform" be removed from cars.

Disposition: Referred to Mechanical Department.



By Chairman Hanselman: Stated that car No. 268 came from shops without motor-man's curtain on it; understood these cars were being equipped when going through the shops.

Disposition: Mr. Todd stated that the car would be so equipped, but at the time it passed through the shops they did not have the necessary material.

By Conductor Porter: That the fare limit for southbound cars running into Hill Street be Fourth Street, so that all passengers will get off car at that point and, therefore, not be in the way of trainmen when turning car in Hill Street yard. Discussion of this question brought out the fact that unloading all passengers at Fourth Street would create a hazard of accidents.

Disposition: Such an arrangement would not be practical.

By Motorman Handler: Wanted to know if it was necessary for interurban cars to display "No L.A. City Traffic" sign after leaving city limits. Stated that many out of town did not understand just what the meaning of the signs was.

Disposition: They will soon become accustomed to the system.

By Motorman Broswell: Suggested that distance between stops in the vicinity of Los Palms near Highland Avenue be equalized. Disposition: Referred to Traffic Department.

#### From Suggestion Boxes

From Motorman J. L. Spence: "I beg to introduce a subject for discussion and consideration—that of giving an entertainment at the P. E. Club occasionally—at such time of day you deem proper, for the convenience of men who work split runs and night runs to attend. It seems to me that the same may be considered for the monthly trainmen's meeting. I think that a majority of the trainmen of the Western Division miss these entertainments and meetings. I am aware, however, that if all the entertainments were given in the day time it would not suit the majority of P. E. Club members. Would it be practicable to have four shows each year given in the day time? And the same for the trainmen's meeting?"

Disposition: Referred to the P. E. Club management.

From Motorman R. M. Arnold: "We have not enough cars that go down town on Vineyard Line on Sunday afternoon to haul the people inbound from Hollywood, they want cars that go farther than Hill Street station."

Disposition: Will be checked up.

From Motorman A. C. Johnson: "I think that the extra men would have a better chance of getting runs if we had a ruling that when a man throws up a run and bumps some one off another run that he be barred from bidding back on his old run for 90 days."

Discussion brought out the belief that such a ruling would betaking a man's seniority rights away from him; others thought that men with less than one year's seniority should be compelled to hold a run for at least 30 days. Conductor Barnes stated that he believed that as long as a man's seniority right was recognized by the Company he should have the right to exercise it whenever the opportunity presented itself.

Disposition: After discussion it was decided that the present system is satisfactory.

There being no further business, the meeting adjourned at 9:40 P.M. to the Auditorium for refreshments. M. B. MORRIS, Secretary.

#### AGENTS' ASSOCIATION MEETING

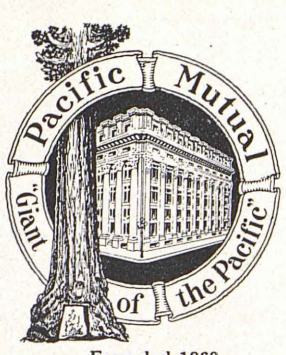
The Agents' Association held its regular monthly meeting on January 14, 1922, in the Assembly Room, Pacific Electric Club, Chairman Moser calling to order at 8:00 P.M.

Following the roll call, the minutes of the previous meeting were approved.

Mr. W. C. Bonser, Agent at Redondo Beach, gave a very interesting talk on activities at his station, which is one of the large lumber ports in Southern California.

The Chairman named Mr. H. C. Bedwell, Agent at Whittier, as speaker for the next meeting.

Chairman Moser called attention to the poor record of attendance during the past year, and expressed his gratification at the large number of members present at this meeting. He hoped all the members would take a renewed interest in the monthly meetings to the end that the coming year might



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**F. Clarence Putz, Riverside, San Bernardino and Pomona**  
**WM. L. THOMAS, Superintendent**  
**J. R. Dougher, Assistant Superintendent of Street Railways**  
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prove a record breaker in that respect. He had in mind several suggestions as to securing a better attendance; one to have a committee on each division to take the question up personally with the members; another to have attendance made compulsory as part of agent's duties.

After discussion, it was moved and seconded that the chairman appoint a committee of two for each Division, to take up with the members immediately before each meeting, urging attendance. The motion carried.

Northern Division—Agent Richardson, Riverside; Agent Smith, Azusa  
Southern Division—Agent Bedwell, Whittier; Agent Osburn, Long Beach.  
Western Division—Agent Wiebers, Santa Monica; Agent May, Sawtelle.

The chairman announced his selection for members of the Entertainment Committee of the following:—  
G. F. Squires, R. S. Maison, E. H. Sharpe.  
Mr. Annable referred to the recent announcement by the Vice-President of appointment of Mr. O. A. Smith as Passenger Traffic Manager, and Mr. T. J. Day as Freight Traffic Manager.

He then referred to the rehearing of the rate case, 24th instant, before the State Railroad Commission, and discussed certain features of the situation and probable outcome. Mr. Day spoke of freight matters and

future outlook, and then introduced Mr. G. F. Squires, recently appointed Assistant Freight Traffic Manager.

Mr. Squires responded with a short history of his personal experiences since joining the Company forces.

Mr. Day asked that the Association give consideration to the proposed change whereby San Bernardino would be made a star station instead of Riverside, which would be placed in the open list and subject to bid under the seniority rule.

After some discussion it was regularly moved and seconded that the change be made, the motion carrying unanimously.

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

H. L. LEGRAND, Secretary.

The valuable employe is the one who does the right thing without being told—who senses the requirements of his work and meets these requirements in a way that reflects credit upon the company—Kelygram.

The more you know,  
The more you know  
You ought to know.



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