



The Pacific Electric MAGAZINE



ISSUED MONTHLY BY THE EMPLOYEES OF THE PACIFIC ELECTRIC RAILWAY

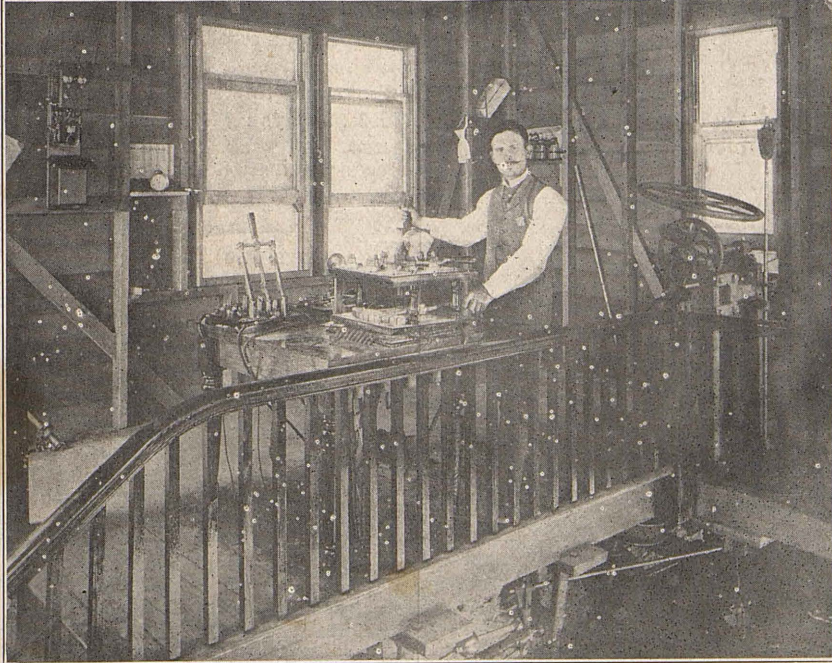
Vol. 7

LOS ANGELES, CAL., JULY 10, 1922

No. 2

Mt. Lowe Railway's Twenty-ninth Birthday

By L. H. APPEL



JULY Fourth marked the twenty-ninth anniversary of the opening of the Mt. Lowe Line, conceived and built by Professor T. S. C. Lowe, and at this time it may well be in or-

der to recount some of the experiences and facts connected with the earlier electrical operation of the line.

The Mt. Lowe Line was formally opened for service between Altadena

and Echo Mountain on July 4th, 1893, and on that day over four hundred persons paid the five dollar fare charged for the trip. The day was one of great anxiety for the builder and others interested in the line, but fortunately not an accident of any nature occurred to disturb an eventful occasion, and on the evening of the Fourth, a great celebration was given the employees of the road by Professor Lowe in the Rubio Auditorium.

The Altadena terminus was on Lake Avenue opposite the present site of the Altadena Substation, where the line connected to the Los Angeles Terminal Railroad, a steam operated line between Altadena, Los Angeles and San Pedro; the Mt. Lowe line antedating the Pasadena & Los Angeles Railway electric line. The mountain terminus was at Echo, where a hotel had been erected. The section of the line between Echo and Alpine was not completed and opened for service until the later part of 1895.

Many difficulties were met with in the construction of the line. From Hygeia to Albine, practically every pole was set in holes blasted in the solid rock. Anchoring was a problem met by drilling into the rock. The work was all very hazardous, as tons of dynamite was used for building the roadbed and blasting holes for poles.

This, together with the high trestles, sharp curves, trees, and rock formation all tended to make the overhead construction work very difficult. But one serious accident occurred during the entire construction period of the road, a commendable record.

Mr. W. H. Brown, present General Maintenance Line Foreman, was employed as line foreman on the overhead construction work, and after the completion of the line work on the Altadena—Echo Mt. section, installed and operated the incline apparatus at Echo Mt. To Mr. Brown goes the honor of being the first incline operator. He is shown at the controller of the apparatus in the illustration.

Mr. S. H. Anderson, Electrical Superintendent, joined the construction forces considerably later than Mr. Brown, his first work consisting of mounting the electrical equipment on the cars and getting them ready for service. Mr. Anderson operated the first car in the regular service and is shown at the controller of the car at the Altadena terminus. Mr. Anderson afterward served the road in many capacities and after the line was taken over and operated by the Pacific Electric System, made many changes and improvements in the power, telephone and overhead system.

The best of material was used in the construction of the overhead, and many of the original sawed square redwood poles still remain. Considerable of the original single "O" copper trolley wire is still in the air, and from all appearances, is good for a number of years yet.

Quite a few prominent electrical men of today were employed on the electrical construction work and there obtained their first practical experience, after graduating from college. Among them are: Mr. R. H. Manahan, present City Electrician, and Mr. I. J. Francis, formerly manager of the John Kochling Sons & Company, wire manufacturers.

The 500 volt D.C. electrical energy for operating the Mt. Lowe line between Altadena and Echo, as well as the incline was at first furnished by a 50 horsepower Otto gas engine belted through a line shaft to a 50 horsepower Edison bi-polar generator. Shortly after the line was opened, a second 50 horsepower Otto gas engine and a 100 horsepower Edison bi-polar generator was added. All of this equipment was installed in a building on the site of the present Altadena Substation.

In 1894 two small hydroelectric installations were made in Rubio Canyon and then two plants furnished the electrical energy for operation of the road during the winter months for a number of years. The gas engine plant, of course, was the main source of supply and was operated for some twelve to fourteen years. The Mt. Lowe gas plant installation was the first successful gas engine plant of this capacity ever operated in the United States. The engines themselves are still in service after nearly thirty years, one doing duty running an irrigating plant

at Fullerton, while the other is doing similar work in San Diego.

The Mt. Lowe line, while one of the oldest electric railway wonders, still maintains its rank among the foremost and most famous mountain railways of the world, whether they be electric, steam, rack or funicular, a tribute to Professor T. S. C. Lowe, and its builders.

RADIO NOTES

Radio fans! send in your questions—we will try to find the answer for you.

Send in pictures and descriptions with hook-ups of your set for publication in this column. Let others benefit by your experiences.

Crystal detectors have their sensitivity destroyed by the application of even moderate heat. Mount your crystals in Wood's metal which is an alloy of bismuth, lead, tin and cadmium, having a low melting point. Do not use ordinary solder.

A meter is equivalent to exactly 39.37 inches, or 3.28083 ft. Speed of electricity is 186000 miles or 300 million meters per second. Sound travels at the rate of 1090 feet per second.

A short antenna probably accounts for the weak signals that you are receiving with your set. Best results are obtained with a single wire 100 to 125 feet in length.

It will be found that the different points on some kinds of crystals, particularly galena, vary greatly in sensitivity. Silicon specimens have a great many sensitive spots all over their surface and vary comparatively little in sensitivity.

A crystal set gives excellent results within a radius of twenty to twenty-five miles of the average broadcast station, but remember it is not a vacuum tube set and that its range is limited.

In your vacuum set leads must be kept as short as possible and wires should not be run parallel to each other for any great distance.

Bakelite, used for panels and other insulated parts for radiophones, is a product of the chemical reaction carbonic acid and formaldehyde. It is a curious fact that two organic materials as poisonous and violent on living organisms can combine into a harmless varnish-like liquid which again has the remarkable quality of hardening under heat in such a way as not to soften again, even though heated to the carbonizing or burning temperature.

A condenser* is connected in series in the antenna or ground circuit to decrease the effective capacity of the antenna, thereby reducing its natural period so that lower wave lengths may be received. A condenser connected in parallel in the antenna system serves to increase the natural wave length of the system, permitting higher wave lengths to be received.

Mr. Conductor! Do You Know?

That it is proper, and is also expected of you, whenever possible, to rectify errors made by you in issuing tickets, or when wrong registration has been made of fare or ticket collected, providing that the following instructions are adhered to:

When error has been made in registration of fare or ticket collected, register again, proper fare, also make notation on trip sheet of wrong fare registered as follows: "One way sold, registered in error," or whatever the case may be. If P. C. R. cash fare receipt has been issued, take up same, attach to Auditor's stub, mark "cancelled" and remit with ticket collections.

When "Round Trip Sold" has been registered, and return ticket issued to passenger, who afterwards states that one way ticket only was wanted, politely take up ticket issued, cancel and attach to Auditor's stub, and remit to Auditor with ticket collections. Make refund to passenger of difference between round trip fare collected and published one way fare, register again, "One way sold," and make notation on trip sheet, "Round trip sold, registered in error," issuing P. C. R. cash fare receipt, if circumstances require same to be issued. In other words, always register proper fare collected, and make notation of whatever denomination of fare registered in error. Details of transaction not necessary.

Above applies to local conditions as well as to interurban fares or tickets collected, whether or not the error was the fault of the conductor or the passenger.

Errors of this nature may be eliminated or avoided to some extent, to the mutual benefit of both passenger and conductor, by your having a thorough understanding with passenger, as to what he desires, before fare is registered or before ticket has been issued. A good plan to adopt is to repeat after passenger, what you understood him to have asked for, which gives passenger an opportunity to correct any misunderstanding that may exist on your part. Where amount of money tendered in payment of fare is sufficient to purchase a round trip and passenger simply says "Los Angeles" or whatever point of destination may be, repeat after him "Los Angeles, one way or round trip?" Do not take it for granted that passenger wants a certain thing, until he has said so.



Agent's Page

NOTES OF SPECIAL INTEREST

LOSS AND DAMAGE CLAIMS

The expense attributable to Loss and Damage Claims arising incident to extensive freight operations emphasizes the necessity of providing ways and means of reducing such costs. Representatives of railroads throughout the United States are continuing to make an exhaustive study on freight claim prevention matters, and although considerable good has been derived from the suggestions made through the Committee of Freight Claim Prevention, the primary remedy rests with the numberless employes of the carriers throughout the country.

Thieving uncovered within the operation of any business has a most depressing effect on those in control of its management, not alone because of the financial loss in the business, but because of the shadow of suspicion it may cast on the loyal employe as well, and because of the reflection on the ability of those whose duty it is to properly guard and protect this feature.

In the first analysis of the operation of the freight business, we find an item which is known or distinguished as Loss and Damage. A further analysis discloses that one of the factors in the make-up of this item is theft.

There is no question in our minds that the usual freight employe is equal, if not a little better, than the average employe engaged in any other business, for it has long been accepted that to be known as in the service of a railroad company was an honor, and that such employment carried recommendations of sufficient weight to satisfy the employer in every other business.

So, when we speak of losses by theft, we will consider the outsider, the wagon thief, the platform thief, the depot thief and the car thief. No one can steal and still be happy and contented with his act, and because of his discontent, a thief will, by his actions or his habits, soon reveal an unnatural act or an unusual condition, with the result that his dishonesty is soon detected and finally exposed.

If a shipment is left unprotected on a wagon or in a hallway, it is a temptation to the thief. If an article is left near the door of a freight house, or on the platform or truck, it is a temptation to the thief, or if a car is allowed to stand at a depot or blind siding with doors open and contain-

ing merchandise or other valuable freight, it is also a temptation to the thief he may not resist.

If we place temptation in the way of a man and he falls, it is of great concern to us as individuals, for we must feel guilty, because we know the grief and humiliation following the exposure, and the handicap the thief afterwards encounters in again obtaining employment of any kind and especially because he is debarred from a position of trust. So it seems our aim must be to remove the temptation and save the day by constantly and carefully guarding every feature of our business.

There is no need for new rules, but in addition to the set rules and as a precaution, let us advise the new employe. Experience shows that with the changing of employes, many of which are caused by promotion, we do not give sufficient attention to the new man. We should consider the influence of prevention and caution the new man against the many temptations he may encounter in the handling the vast volume of merchandise, also against the taking of little things, and by so doing, strengthen him, so that should he see anything of small value taken by others, he will forsee the seriousness and not fall into the habit and advance into dishonesty. Prevention is far better than cure.

The cure of the company depends upon employe doing his full duty regardless of his position; therefore, every one of us should realize that our duty and success lies in giving the commercial intercourse between the watchful care and careful handling of the company's business.

L. A. STEAMSHIP SERVICE TO SAN DIEGO

With the extension by the Los Angeles Steamship Company of its fast passenger and freight service to San Diego, auspicious occasion was taken with the sailing of the Yale, Thursday June 22d, by officials and commercial leaders of the two cities to mark a closer knitting of the ties of commercial intercourse between the Southland metropolis and its chief commercial customer—San Diego.

The five hour run, which is to be maintained on a weekly schedule, is expected by officials of the Los Angeles Steamship Company to develop a considerable increase in both freight and passenger traffic via the water route.

EXPRESS HONOR ROLL

On the American Railway Express Company's Honor Roll for May, 1922, the following Pacific Electric Agents were mentioned as having made a perfect score during that month, in not making a single error or omission in the preparation of their express reports and sending them in on time:

- H. M. Wright.....Alta Loma
- H. A. Studebaker.....Covina
- E. S. Donaldson.....El Segundo
- C. Whiteley.....Garden Grove
- H. H. Williams.....Highland
- J. M. Kinsey.....Monrovia

We are pleased to note that Agents H. A. Studebaker and E. S. Donaldson have appeared on the Honor Roll for the last three and two consecutive months respectively.

Two Pacific Electric Agencies appeared on Express Company's delinquent list for May, one of these having shown two consecutive months. Efficiency in this feature should be 100 per cent.

FREIGHT RATE REDUCTION REQUIRES TARIFF STUDY

Effective July 1, 1922, the horizontal and nation-wide reduction in freight rates averaging about ten per cent was duplicated in tariffs of the Pacific Electric Railway, following the findings of the Interstate Commerce Commission in its Decision covering reduced rates, 1922.

The reductions in question have been placed into operation by means of what is known as a "Master Reduction Tariff," to which reference is made by individual lines by means of a "Connecting Link Supplement," which is nothing more than a special Supplement giving reference to the Master Reduction Tariff and containing a list of Items made an exception to such reductions.

The Master Reduction Tariff applicable in this territory was issued by the Pacific Freight Tariff Bureau and is entitled "Tariff of Reduced Rates No. 170-A." Besides containing an extensive table of rates, it includes rules governing the application of rates and disposition of fractions. The Local Tariffs of this Company now include a Connecting Link Supplement making reference to the above issue, which in addition to the above Tariff of Reduced Rates should be carefully studied in order that proper rate applications may result, and the necessity for overcharge claims be reduced to a minimum.

SERVICE CHANGES EFFECTIVE SATURDAY, JULY 1ST

Newport Line, summer schedules increasing the number of trains during the beach season.

Whittier Line, changing time of train formerly leaving Whittier at 4:05 p. m. to 4:10 p. m.

Redondo-Manhattan Beach local service, an additional trip leaving Redondo Beach 11:50 p. m. and returning leaving Center Street, Manhattan Beach at 12:10 a. m.

North Long Beach (Willowville) Line, change in leaving times of all cars on account of the line terminating at Pacific Avenue Station, instead of running through to Seaside Park.

Seaside Park Line, service discontinued with exception of trip leaving Pacific Avenue Station at 3:25 p. m. and returning leaving Seaside Park at 3:40 p. m.

Sierra Madre Line, additional trip leaving Los Angeles 7:05 p. m. daily, returning leave Sierra Madre 8:05 p. m.

Hawthorne Line, additional round trip added in morning leaving Hawthorne 10:40 a. m. and round trip leaving Hawthorne formerly at 4:37 p. m. annulled.

Redlands Bus Line, mid-day and late evening service discontinued during summer months.

ATTENDS CLAIM CONFERENCE

Freight Claim Agent E. T. Albert has just returned from attending the Thirty-First Annual Session of the Freight Claim Division, American Railway Association, held at Denver, Colo., beginning June 20th. This convention was composed of representatives of practically every railroad throughout the country, and during the conference many vital questions pertaining to freight claim rules and methods towards obtaining better results in freight claim prevention were discussed. Mr. Albert reports an enjoyable trip.

INTERCHANGE AT RIVERSIDE

Effective June 12, 1922, a general industrial interchange arrangement was established between the Pacific Electric Railway and steam lines at Riverside.

By referring to the Terminal Tariff, it will be noted that this Company now absorbs connecting carriers' published charge for switching to or from the interchange track with this Company. This absorption is restricted to competitive traffic and the reciprocal arrangement also involved the publication of a switching charge between industry tracks within our switching limits and interchange track with connecting lines.

Agents should particularly note that the above arrangement will permit cars to be routed to Riverside via our line for switching to industries located on the steam lines at Riverside, and that the switching charge at Riverside is absorbed by us when the traffic is competitive in nature.

THROUGH THE CAR WINDOW

Little Observations by "The Man" Who Rides Often.

READ the paragraph in this column of the March, 1921 Magazine and note these words; "it is the little foxes that spoil the vines Mr. Chief Clerk—Mr. Foreman, how go the little things in your domain? How much of the deficit are you responsible for?"

Then get out the 'uiy, 1921, number and read these words of a paragraph in the same column; "there are a thousand little things for each of us to see, which, in the aggregate, make the difference between ruin and success."

Mr. Julius Kruttschnitt, in a November, 1921 article said of Collis P. Huntington, "he was a master of detail as well as of larger problems."

Mr. Kruttschnitt also, said in the same article, "the notion that the executive of a large property deals only with big things is quite untrue. He deals with many little things, because out of little things grow big things; and he ought to be able to know that every man who is employed under him, no matter how seemingly trivial may be his duty, is performing that duty well. I hear a great deal of talk about men devoting themselves only to 'larger policies'."

Well, we never did think very favorably of the man who thinks he is too big to concern himself with detail. And we do feel quite consciously proud that as big a man as Mr. Kruttschnitt has publicly expressed himself as of an opinion similar to what we have previously published as "our'n." Everybody look out for the pennies, and other little things, now, and the dollars, and the big things, will take care of themselves.

Special Officer Pedersen, of the Special Agents Department, gave a demonstration of his bravery one night in June, near Ninth and Hooper, when a man escaping arrest ran toward him and snapped a pistol at him three times. Mr. Pedersen did not retreat, but gave a good account of himself and rendered considerable aid to the Police Officers, which is the duty of all citizens, particularly those who are deputized.

Early in June a man boarded a Sherman via Hollywood Blvd., car and asked for a transfer to the Laurel Canyon Line, which the Conductor gave him. After passing Gardner Junction without announcing any streets or transfer points, this Conductor put the man off at Quint and remarked "that man wanted to get off at Gardner Junction and catch the Laurel Canyon car. He was good and sore about it." This Conductor neglected his duty and knew that he was doing so, yet

he did not care. We could give his name, but will forbear because of his shame. One man like this, gives all the boys a bad name, but probably he don't care any more about the reputation of his fellow employes than he does about the convenience of the Company's patrons.

On another morning in June a lady and a gentleman were boarding a car on Santa Monica Boulevard and appeared to be very nervous and shaky—so much so that there was liability for them to make a mis-step and fall. The trainman, in a very kindly and gentlemanly way, spoke to them, saying, "take your time," which reassured them and made them think that we railroaders are human and considerate of others. We won't give this man's name (but we know it, and it is in his record) because it is not nice to make comparisons in that way.

But, honest to goodness, you trainmen, which of the above fellows do you admire the most and which would you rather have represent you before the public? When you see a fellow employe giving you a black eye by being uncivil and inconsiderate to the public, why don't you show your disapproval? You could do it in a gentlemanly way and you would derive a very great benefit. We have the best bunch of men on this Road that there is, bar none. Do your part to keep it that way!

SOME RAILROAD

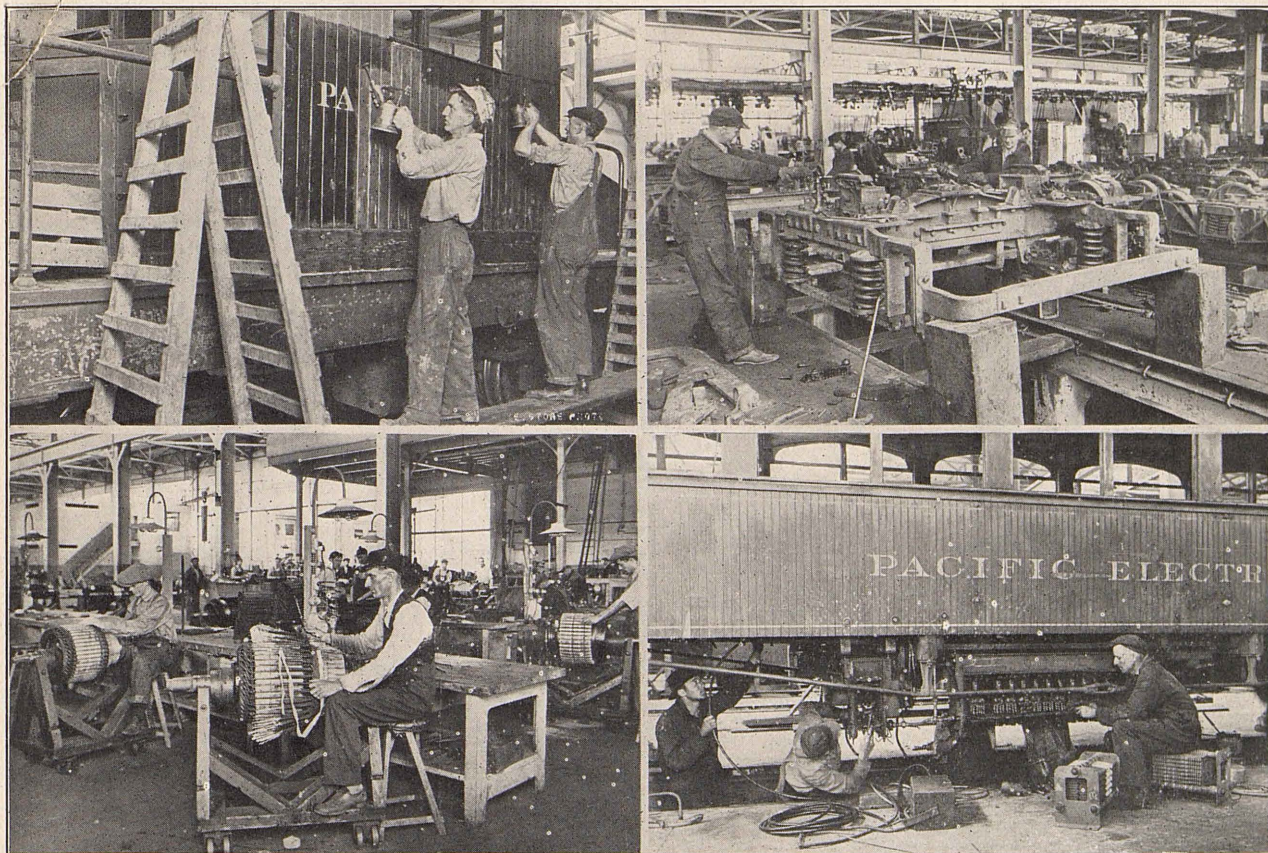
"In talking to the folks that ride with me," said the old-timer, "I find a lot of them don't know much about the P. E., which isn't to be wondered at when you remember how many just arrived from Iowa or Pennsylvania, or some other part of the country.

"I had a fellow that rode out to the end of the line with me the other day to look at the scenery. He was asking me what kind of a railroad this was, so I told him a few little things I happened to think about. I says, 'this is a single track railroad, a double track railroad, a three track railroad and a four track railroad. This is a standard gauge railroad and a narrow gauge railroad. It has a 'horseshoe curve' and a loop, an elevated line and some tunnels and a funicular line. Bridges, did you say? Yes, wooden bridges, concrete bridges, steel bridges, draw bridges and even a wharf out into the Pacific Ocean.

"The freight is handled by electric locomotives, gas-electric locomotives and steam locomotives and down in Torrance shops they have a straight gas locomotive. Up at Mt. Lowe, Mr. Vickrey runs a mule train. Some railroad. Throw in a couple of bath houses and a hotel with other items and you have most anything any other railroad in the country can show."

"Say, I'd like to work for this railroad," the fellow says and I sent him up to see Mr. Scott at room 202."

The Process of "Shopping" Our Cars



Four Little Scenes Illustrating the Process of Shopping Cars in Our Great Industrial Plant at Torrance.

BY WILLIS M. BROOKS

IT HAS been suggested that a detailed description of the process of "Shopping" a car would be of general interest to Magazine readers. To cover in detail would not be practicable in one issue of the Magazine. However, the writer will endeavor to give a general description and make it as complete as space will permit.

As the car comes to the Shop, the first step is to remove all trimmings, specialties, curtains, signs, seat backs and seat cushions. The fixtures and trimmings are sent to the Plating Department for re-nickeling and the cushions and seat backs are sent to the Upholstering Department. Here they are carefully scrutinized, thoroughly cleaned and such repairs as necessary are made.

After the trimmings, etc., are removed the car is shunted into the scrubbing room where all the old paint and varnish is removed and the car given a thorough washing. Sashes and doors are removed and passed on for repainting and varnishing. The car is then taken to the Air Repair Shop, where the air compressor is removed. Next it is moved onward to the Carpenter Shop. Here

the trucks are removed and passed on to the Truck Shop; the control equipment removed and passed to the Electrical Department, leaving the stripped car body only, upheld on standards over the pits in the Carpenter Shop. The Truck Shop quickly reduces the trucks to the bare frame. The overhead crane picking up the motors and dropping them in the Winding Room.

We now have the car completely dismantled, with its various parts distributed to the particular shops equipped to repair the same. In the Carpenter Shop every portion of the car body is carefully inspected and if found defective, replaced. All metal work is also carefully scrutinized. All replacements are made by pattern. No time is lost taking measurements or fitting a new portion. If defective portion is of wood, the matter is referred to the Mill by pattern number reference, or if metal, either the Blacksmith Shop or Machine Shop is drawn upon.

The Truck Shop goes over each separate piece or bolt, making up the trucks. All worn parts are renewed, the wheels calipered and if steel, are

turned; if cast iron, are ground, true round and flange cut to proper angle. Axles are inspected and tested for defects, turned to size and bearings fitted. Axles are also tested for cracks, not visible to the eye, by suspending and striking same a blow with a heavy hammer, or by setting up on centers in lathe and striking. The sound of the resulting ring proves whether the axle is cracked or not.

While the above has been going on the motor has been taken apart. The armature and field coils removed and passed to the Winding Room, first removing the driving pinion, which is inspected, and if fit for further service, retained. If teeth of pinion are worn to less than 1-8 inch, pinion is scrapped. In scrapping the pinion, the number, maker and grade are noted and reported, as well as the motor type. The record of the pinion is noted and its mileage determined. The motor case is completely overhauled and interior painted with a water proofing insulating paint, usually Armalac.

The amature is now inspected and tested. If O. K. the commutator is turned and armature put in the bak-

ing oven and thoroughly dried. The field coils are tested and repaired, if necessary, and also dried out in the oven, or hot room. The controller is taken down and the cylinder and reverse cylinder inspected. New segments and contact fingers installed where necessary and control wiring gone over. The control equipment is taken down and cleaned. Switch groups carefully examined, cleaned and repairs made, if necessary; guides changed, wiring tested out and completely overhauled. All conduit and air piping is examined and tested and when all repairs are made the car is ready to be re-assembled.

In the Winding Room the motor is re-assembled and the motor case re-wired. Before the motor is put in place on the trucks, however, the motor is tested for polarity, grounds, shorts, etc. and being O. K. is passed down the line to the Truck Shop for installation on the trucks. The trucks are then shunted to the Carpenter Shop and installed under the renovated car body and the brakes hooked up and motor taps made. After the compressor has been installed, the car is ready for painting and when this is done and thoroughly dried, the trimmings and specialties are re-installed.

The car is now ready for the Test Room where every item of equipment, to the most minute detail, is carefully tested and inspected, and if all is found O. K. the car is reported ready for service. Throughout the entire process of "Shopping" the factor of safety is emphasized. If there is any question at all as to capacity, or quality, of the smallest piece, it is rejected. The men are experts in the work of their department, and the work progresses with great rapidity.

This briefly is the general method of "Shopping" our cars. In subsequent issues will outline in detail the work done in each Department of the General Shop.

COMMENDATORY

Courtesy extended by Conductor A. F. Masters of the Southern Division prompted Mr. C. H. Beecher, Los Angeles, to address the following commendatory letter to the management:

"Yesterday we, made up a little family party, including a young baby, and went to Long Beach. When we started home, in error boarded a San Pedro car, and discovered our mistake just as a Los Angeles train was due to leave, at 8:20 p. m. When we started to change cars, and you no doubt realize what it means, with a baby, go-cart, and other things. The conductor No. 1056 called out in a pleasing manner—"All right, take your time, we'll wait—and he did everything possible to aid our pleasure and comfort—and when I thanked him, he simply smiled and said "Oh that's part of the day's work."

"I spend considerable time on the trains and cars, and life would indeed be pleasant if there were more men like the Conductor we met last night."

MECHANICAL DEPARTMENT NOTES

By Willis M. Brooks

Mr. E. O. Straub, Shop Superintendent at Torrance will celebrate his 25th wedding anniversary on July 4th. Mr. Straub entered the employ of the Pacific Electric, June 16, 1904 as a machinist. Ability coupled with ambition and good work soon raised him to Chief Engineer of Steam Power plants. From thence to shop and shop work Inspector, Acting Shop Superintendent were short intermediate steps to his present position.

Half the honor can be given Mrs. Straub, who has been an able help-mate during the past quarter century. Judging from the appearance of both, the years have been short and happy. The family consists of himself and wife, two daughters and one son. Our heartiest congratulations.

Miss Esther Vetter, late of the Mechanical Superintendent's office was married June 17, to Mr. Waldo Schauer, of the Studebaker Automobile Co. The happy couple will make their home in Los Angeles.

There are great anticipations among the Pacific Electric family living in Vista Highlands, Torrance. O.1 has been struck in Torrance. Leases have been signed with substantial cash bonus payments. One well has come in with a 4000 barrel flow, throttled down to 900 and another well is expected to "come in" daily. Some of these boys are going to be on Easy Street. The home building plan of the Pacific Electric can be largely thanked for this, as it enables many to purchase homes in this tract, who would be otherwise unable to do so.

Mr. Versal M. Bates and Sam Whiting of the Winding Room, motored to Lake Tahoe, while on vacation, via Placerville.

Hammer and saw are busy on the new Torrance home of Mr. Harry Clarke General Foreman, Electric and Brake Repairs. Mr. Clarke is now in the East with Mr. George Rice, Shop Work Inspector, both representing the Pacific Electric on the construction of the new Hollywood cars. Mrs. Rice expects soon to leave for the East and will join her husband in St. Louis.

Mr. Raymond C. Stiltz of the Blacksmith Shop and Miss Nellie Myers were married at Santa Ana on June 24. Congratulations to you both.

Mr. Tom Kendrick formerly of the Blacksmith Shop is once more on the job. Tom has a ready smile and many friends in the family and we are glad to welcome him back.

Mr. George Dowling and C. K. Carre are enjoying their annual vacation.

Mr. John Cusick, Erecting Shop Foreman is in the East on a vacation, Mr. Peter Bolander acting as foreman during his absence.

Mr. Charles A. Johnson, after 30 years continual and faithful service has been placed on the retired list. Mr. Johnson entered the service, December 4, 1891 as a cabinet maker. During his service he has served as a cabinet maker, layout man and assistant foreman. Our hearts and best wishes are always with him.

Miss Mary Baldrick of the Coil Taping Division of the Mechanical Dept. writes that she is very grateful to her many fellow employes who assisted her in winning the recent Examiner popularity contest having as its prize a two weeks' vacation at Yosemite for herself and companion. Miss Baldrick chose her chum, Miss Ethel Litch, also of the Coil Taping Department, as companion on the trip. The young ladies left for Yosemite on Sunday, June 25th.

PAINTING DESTINATION SIGNS

The care and maintenance of destination signs, both hood and dash, constitute no small item in the grand total of maintenance work. Formerly each sign was hand painted by an expert who could, by hard application, turn out from 8 to 12 signs a day. Now, by the use of a new patented process, known as the "Screen Stencil Process," the same man turns out from 150 to 175 signs.

Briefly this process is as follows:

First, a wood frame of suitable size is made, over which is stretched a very fine grade of silk, known as "10xx bolting silk." The fine mesh of this silk is then filled with water and a preparation of dextrine. This not only fills the silk mesh but tightens the silk on the frame. The letters of the sign to be made are then blocked out on the silk or stencil and all the balance of the silk painted with black color varnish. When this is dry the dextrine is washed out of the letters and the stencil is ready for use.

To make a sign the stencil is put over the material upon which the sign is to be printed and a "gob" of paint dropped thereon. The paint is made up of lead and oil, aluminum and bronze with color pigment added. The varnish on the screen prevents any of the paint passing through the silk mesh except where the letters are blocked out and the paint readily passes through these, assisted by a "skeegie," (a rubber edged window cleaner) in the hands of the operator. This done, the sign is complete and is put on a rack to dry.

PACIFIC ELECTRIC CLUB AFFAIRS

C. M. STUART, ASSOCIATE EDITOR



CLUB BULLETIN

July 10, 1922, to August 10, 1922.

Monday, July 10.

P. E. Band Rehearsal at 8 p. m.
P. E. Chorus Rehearsal at 8 p. m.

Wednesday, July 12

Operating Staff Meeting in Assembly Hall at 10 a. m.
P. E. Rod and Gun Club Meeting at 10 a. m.
Refreshments served after meeting.

Friday, July 14.

Regular Movie Show in Auditorium at 7:45 p. m.
Northern Division Safety Committee Meeting in the Assembly Hall at 2 p. m.

Monday, July 17.

P. E. Band Rehearsal at 8 p. m.
P. E. Chorus Rehearsal at 8 p. m.

Tuesday, July 18.

Transportation Department Meeting (all divisions) at 8 p. m. Refreshments served after meeting.

Friday, July 21.

Regular Movie Show in Auditorium at 7:45 p. m.
General Staff Meeting in Assembly Hall at 10 a. m.

Monday, July 24.

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

Friday, July 28.

Entertainment given by the Marion Warde Players in the Auditorium at 7:45 p. m.

Monday, July 31.

P. E. Band Rehearsal at 8 p. m.
P. E. Chorus Rehearsal at 8 p. m.

Wednesday, August 2.

Executive Committee Meeting in Assembly Hall at 2 p. m.

Friday, August 4.

Regular Movie Show in Auditorium at 7:45 p. m.
Southern Division Safety Committee Meeting in Assembly Hall at 2 p. m.

Monday, August 7.

P. E. Band Rehearsal at 8 p. m.
P. E. Chorus Rehearsal at 8 p. m.

Tuesday, August 9.

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

Wednesday, August 10.

P. E. Rod and Gun Club Meeting at 8 p. m.
Refreshments served after meeting.

CLUB COMMITTEE MEETING

The meeting was called to order at 2:12 p. m., June 7, and the following members found absent: R. H. Doran, F. L. McCulley, G. W. Orr, Earl McCall, H. A. Culloden, L. H. Covell, C. L. Blades, L. D. Bailey, S. A. Bishop, C. Thorburn.

The minutes of the last meeting were read and approved.

Club Fund

Balance on hand April 30th...\$ 80.49
Receipts 976.75

Total\$1,057.24

Paid out in Bills and

Expenses 971.59

Balance on hand May 31st .. 85.65

Relief Fund

Balance on hand April 30th...\$1,146.88
Receipts 463.75

Total\$1,610.63

Paid out in relief 380.75

Balance on hand May 31st...\$1,229.88

Mortuary Fund

A. B. Hartz, Mechanical Department, Sherman.

Beneficiary, (wife), Mrs. A. B. Hartz, \$648.40.

The Camp is now open and our transportation arrangement with the Motor Transit Company is working out satisfactorily.

Miss Sable, who has charge of the Industrial Music Department of the Chamber of Commerce, is to have charge of organizing the Pacific Electric Chorus.

Mr. Smith called upon Mr. Pontius relative to our radio outfit, and Mr. Pontius agreed to issue a work order for \$150.00 which is half of the expense of the outfit. Mr. Appel will have charge of its construction and is now assembling different parts for it, and it will be in our Camp in a short time.

Mr. Stuart stated that he had made a trip to Ocean Park and looked over the facilities for both Trainmen and men of the Mechanical Department there. He stated that the Trainmen's quarters are first class, with the exception of not having a wash basin and paper towels. These will be installed. He found that the boys in the Mechanical Department had no warm water to wash with. He will look see if there cannot be some arrangements made for furnishing warm water.

The entertainment, show and dance at Uribita Springs Park, San Bernardino, will be even better this year than last. There will be more vaudeville and a regular entertainment will be given so that those who do not dance will have equally as good a time.

We have started another drive for Club members and are mailing out letters and doing all that is possible to increase the membership of the Club.

Mr. Stuart asks that all Executive members of the Club and that all other club members help him in this work and that every member speak to those who do not belong and try to get him into our organization.

Movie Transportation

Mr. Stuart read a letter from Mr. Annable to Mr. Pontius in which Mr. Annable pointed out that a few of these passes had been picked up that had not been validated by the club attendant. All employes using this transportation are requested to be very careful to have their passes validated at the club before leaving the show. Such passes are issued for our employes pleasure and it would tend to spoil their evening if any argument arose on the trains on their return trip. Mr. Annable also pointed out that a few of these passes had been issued to attend the dance on Thursday night. These passes were issued in error and are to be used only for the Movie Show on Friday nights.

Report of Manager

We are going to have the Pacific Electric Picnic and Grand Reunion on the 26th day of August this year. Formerly it was planned to hold a Reunion in the Philharmonic Auditorium, but the rental of \$500.00 for the use of the Auditorium for only one day is excessive, and the management feels that it can spend this money to a better advantage for all concerned on our Annual Picnic.

It does not appear that our Camp is going to be the tremendous success that it was last year, unless we get in and boost for it. Our employes who have never been to the Camp have no idea what it is like, and if they only knew what a wonderful Camp we have, it would be packed from the first of the season to the last. It is one of the finest camps in the Little Bear Valley, and everyone who has visited our camp has testified to this fact. Outings are furnished our employes at less than cost and a better equipped and more beautiful camp cannot be found any place. It furnishes our vacationists fishing, boating, bathing, tennis and many other sports.

Mr. Stuart reported that Mr. Pontius, with the assistance of Mr. Smith, is co-operating with us 100% in the welfare work of this Company.

Mr. Pontius has arranged whereby the members of our Band will receive compensation for their rehearsals on Monday nights and before the end of this year, we will have a Pacific Electric Band composed entirely of our own employes.

The new moving picture booth is now here and the Johns-Manville Company are at work on the installation of same.

Mr. Stuart stated that arrangements are being made for the organizing of a Club for the employes of the Pacific Electric Ry. who are members of the Masonic Order, and the Club is to be known as the Pacific Electric Masonic Club. Several of our largest corporations, including the Southern

Pacific Co., Santa Fe Railway and the Southern California Edison Company have organized these Clubs with great success. It will be necessary that all members of the Masonic Club also be members of the Pacific Electric Club. The officials of the Company have heartily endorsed the organizing of this feature along with the other welfare activities of our employes in the anticipation that it will promote and develop good fellowship amongst the employes.

Unfinished Business

Mr. Howe stated that the towels, soap, mirror and other conveniences and amusement games were received at 8th & Hemlock and thanked the Management for them in behalf of the freight men there. He also stated that two checker boards had been lost and asks the Management to replace them. This will be done.

New Business

Mr. McCammond stated that the dance at Torrance was a wonderful success and that there were 250 or 300 of our employes there. The hall was well decorated and reflects credit to the American Legion of Torrance. The entertainment and dance was a complete success and the refreshments were excellent. From the many compliments received during the evening, and the general satisfaction that prevailed, we hope to repeat this entertainment sometime in the near future.

Mr. Stuart asked the Committee to express themselves as to whether or not they could think of any way to improve our membership drive. Mr. Brooks suggested that we print an interesting booklet and send a copy to new employes entering the employ of the Company, instead of using form letters. This suggestion was heartily approved by the Committee and such forms will be prepared and used in the near future.

Mr. Smith stated that he had a very strong request from the Spanish-American War Veterans to have this Company put up a Queen to run in their prize contest to be held at the Ambassador Hotel early in July of this year. Voting slips bearing the Queen's name and the firm she represents would be given out and sold at 5c a piece, the Queen obtaining the largest number of votes would receive a capitol prize. The object of this would be to raise money for the welfare and relief of the Spanish-American War Veterans. This matter was taken up and discussed for sometime. Mr. Moyer made a motion that the Company appoint a Queen and that the members of the Executive Committee get together and support it. This was seconded by Mr. Kennedy and put to popular vote. The motion was lost by a vote of 17 to 14, so the Company and Club will not have a Queen to enter into this contest. It was suggested and approved by the Committee that any employes of the Pacific Electric desiring to help out in this cause, could if they wish, help the Southern Pacific Company's Queen.

"Rod and Gun Club" Tips

"Griff's" Elaboration on the Doings of the Shooters and Anglers During the Past Month

The regular monthly meeting of the Pacific Electric Rod and Gun Club was called to order by President Geopfert at 8:15 p. m., Wednesday, June 14th, 50 of the 456 members being present, including all officers of the club.

Mr. John W. Casner, of the Casner Hardware Company, Monrovia, was present as an honorary member and donated some valuable prizes for the July rock shoot.

Many plans for fishing trips, hunts, etc., were discussed and arrangements made for an early fishing expedition.

It was unanimously decided that instead of the usual refreshments, a lucky target revolver shoot would be held on the Dyas range July 12th.

After many pending business matters were consummated, the meeting adjourned at 9:15 p. m., and the entire body tramped to the auditorium where they enjoyed a sumptuous feast at the hands of a very able and noble committee for things of this sort, namely, "Gus" Guercio, Mort Stuart and "Bill" Brooks. There were olives, pickles, cheese, a huge can of potato chips, a multitude of hot dogs and a large keg of one-half of one per cent, with the pump, foam and everything—but the kick. Notwithstanding the absence of that soothing effect, however, the keg was drained and all agreed that it just hit the spot. When the gang finished, the potato bin and hot dog larder were much in the same state as the proverbial old beer keg. We strongly recommend this committee and move that an ordinance be passed for an early repeat order.

"TEN FATHOMS DEEP"

A certain round and jolly-faced captain, with bristling hair a three day's growth of beard and salt sea ways, who runs a live bait fishing boat off Santa Monica, chartered his little gig to about 18 members of the Pacific Rod and Gun Club Sunday, June 25th to exploit the waters off Topango Canon.

The gang left the pier with choice live bait galore at 8:30 a. m., and journeyed nine miles out where they anchored in about sixty feet of sparkling blue brine.

While the barracuda and halibut played tag below, threatening rain clouds hovered uncomfortably above and just as Frank Patterson connected with Jonah—the raindrops fell all around. During the struggle that followed, in which the little finny sea-going barracuda had a decided advantage—going only slightly hooked—"Pat" was favored with a glimpse of his dimensions when, with a final splurge, he broke water with a successful plunge and jerked his way to freedom. But it did rain (which was

quite unusual) and the boys nearly got wet.

Lifting anchor after the shower and coming closer inland they ran into schools of mackerel, tom cods and even a shovel nose shark or two, besides several sculpions.

Several prizes were up for the contestants and youthful Jim Clark again took first prize—a jointed fishing rod donated by J. B. Smith of the Pacific Mutual Life Insurance Company—with a ten pound halibut. This prize should have gone to a non-member who caught an 18 pound halibut. Same old story—the non-members catch the big fish but, because they are, are ineligible to participate in the prize awards.

This is the second event of the season and "Jazz" Clark has taken first prize each time. Just why the fish exhibit such partiality we have been unable to determine unless it is due to the probable fact that Jim expectorates in the eyes of his bait, making it difficult to dodge the subterranean attacks of his adversaries.

Arriving in port about 3:30 p. m., the boys disembarked with an average varied catch of ten, a sunburned countenance and an eager desire for a repetition of the event.

"SHERLOCK HOLMESING"

It is interesting to note the occult interest unconsciously displayed among the contestants for the diamond stick pin to be donated by Fred Teeple of the Los Angeles Gun Club to the best clay bird shot in the Pacific Electric Rod and Gun Club at the end of the season. Though they attempt to appear indifferent when together, a discerning person is quick to observe their exalted desire to win this coveted trophy. We have a sneaky feeling that there is a clamor for the sport page by each contemporary every Monday morning and that the first thing they do is to see whether or not any of the others have been out, and if so, ascertain his record. For instance, a vigorous aspirant "snook" out to the Gun Club week or so ago and brought his percentage from fifth to first place, busting our best marksman, you know him—the one with the bulldog tenacity. This boy was followed by another adversary and upon a little Sherlock Holmesing it was learned that not only was this particular news ancient history to the others, but upon a word or two of speculation and indirect inquiries more than one betrayed himself.

Following is a comparative computation for the months of April and June showing old and new team, together with the fluctuation of their percentages:

April		
L. R. Spafford	86.4	per cent
H. M. Williams	85.4	" "
K. L. Oefinger	85.2	" "
H. L. Wiggan	84.8	" "
W. J. Hodge	84.2	" "

Team Avg.	85.3
Variance	2.2

June		
K. L. Oefinger	86.93	per cent
L. R. Spafford	86.85	" "
H. L. Wiggan	86.36	" "
H. M. Williams	86.09	" "
B. F. Manley	85.71	" "

Team Avg.	86.39
Variance	1.22

Increase over last month 1.36

Manley has taken fifty place from Hodge on a margin of .27 per cent. The most consistent shooter in all those who have taken part in the season's tournament to date is H. Smith, who started in with an average of 64 per cent and who by painstaking practice has ascended to 84.57 per cent. It's real fun to watch these boys work and let us reiterate that it is not even now too late for any stranger to safely participate in the future events in an effort to win that much sought for diamond stick pin and the numerous other valuable prizes to be awarded at the end of the season.

DELAYS

The "8 a.m. report" on which are written all the delays of the preceding twenty-four hours tell many stories—some tragic, some comic, some carrying more between the lines than expressed.

On a recent report was recorded the sad fact that a barrel of molasses fell from a truck and broke on the track on Main Street. What was the effect? So far as our service was concerned it meant that sixteen trains were delayed from ten to twenty-one minutes.

A San Bernardino "Limited" stopped at Macy carhouse for the conductor to get his register key. This took perhaps one minute. The result: train held at crossing El Monte by a Southern Pacific train and unable to make timetable meets on single track arriving at terminal 21 minutes late.

During the rush hours a slight delay affects not only the train concerned but following trains as well and on one of the heavy traffic lines it requires but a few moments delay to tie up a long line of trains.

The trainman who is ready in an emergency to take action in clearing up trouble and getting trains to moving is popular with the dispatchers and with his superintendent and also with the public.

THINK IT OVER

A Station Agent or Office Worker who makes a practice of grumbling and complaining should keep this thought in mind: That it takes only a thimbleful of brains to find fault and a tubful to create a feeling of confidence in advancing any constructive policy.

CAREFUL CROSSING CAMPAIGN

CROSS CROSSINGS CAUTIOUSLY



JUNE 1ST - SEPT. 30TH 1922

AMERICAN RAILWAY ASSOCIATION

PACIFIC Electric's active entry in this nation-wide safety movement was made June 19th, when a special car left 6th and Main street terminal at 8:15 A. M. for the purpose of posting warning placards at the principal highway crossings on the Western Division lines.

The day's program covered the Air Line to Culver Junction, Venice Short Line to Santa Monica; thence via Sawtelle line to Hollywood; thence over the Van Nuys line to San Fernando and return to Los Angeles.

En route, besides tacking up posters at the many crossings, a supply of posters was left with each agent for posting at stations and distributing to garage, filling stations, etc.

Tuesday, 24th, was spent on Northern Division lines, the car leaving Main Street Station at 8:00 A. M. and covering the following lines: Sierra Madre, Glendora-Monrovia, Alhambra-San Gabriel and San Bernardino, returning to Los Angeles at 7:00 P. M.

Southern Division points were covered Wednesday, 21st, car leaving Main Street Station at 8:00 A. M. and proceeding to Watts, thence to Santa Ana. Returning to Watts, thence via Long Beach line to Long Beach; thence to San Pedro; thence to Torrance; thence to Gardena, and on to Watts.

From Watts car proceeded to Slauson Junction and the principal crossings on the Whittier-La Habra line were placarded as far as Yorba Linda and return to Los Angeles, reaching there at 7:00 P. M.

During the three days on the road the car covered 85 miles on the Western Division, 162 on the Northern, and 165 on the Southern, a total of over 400 miles, without a single delay to service and with but two small delays to the special car while on single track.

Tentative schedules, prepared in advance, were furnished Chief Dispatcher Miller, and he and the dispatchers are to be complimented on their excellent work in getting the special over the various lines.

During the stops at crossings, there was every evidence of the imperative necessity for the work being done, as there was an utter disregard of crossing signs and wig-wags, fully 95 per cent of the automobiles crossing the tracks without stopping and most of them without looking; we give them the benefit of doubt as to listening.

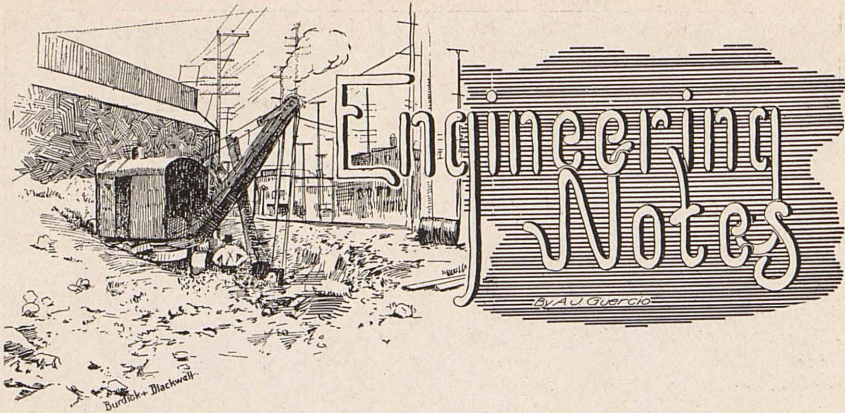
At one crossing a large touring car lay overturned beside the track, with the tonneau crushed in and the wheels completely demolished,—mute evidence of an attempt "to beat the train across." Fortunately, the driver escaped injury. As this seemed to call for special attention, two of the large placards were conspicuously displayed at the wreck, admonishing autoists to "Cross Crossings Cautiously." We might have added "Do it now" or "There's a reason" but the picture on the card, of the impending calamity and the torn and splintered automobile told the story better than words; there was nothing more to be said.

COMING UP

The record of the number of witnesses' names secured by Trainmen is still showing improvement and the smile on the face of Claim Agent, S. A. Bishop widens. The comparative figures shown here indicate the improvement and also suggest that we can do better by all going after this particular feature.

Average number of witnesses per accident.

	June	May	Mar	Feb
Northern Division...	4.2	4.8	4.0	3.4
Southern Division...	5.4	4.2	3.3	2.8
Western Division...	4.5	4.4	3.6	3.6



THE northbound track on Raymond Ave., Pasadena, between Colorado St., and the car house has been reconstructed during the past month. 40 lb. pound rail and fittings being replaced with 128 lb. girder rail; redwood ties replaced with treated ties, crushed rock ballast replacing gravel ballast, and 7 inch asphalt concrete pavement placed.

On the Pasadena Short line between Sierra Vista and Oneonta, the Signal Dept., under the supervision of Signal Engineer, S. R. Florence, have installed five all-steel signal bridges spanning four tracks. The volume of traffic on this portion of the northern division necessitates the signals to advance the operation of trains and permit the proper maintenance of schedules.

At Cerritos Bridge on the Long Beach line at the location where the Los Angeles River crosses our line in the recently established flood control channel, the Bridge Department under the supervision of Mr. D. E. Plank, Bridge and Building Supervisor, are removing portion of the old pile trestle bridge to make way for the installation of the massive concrete piers which will carry the steel girders of the new bridge. Deep excavation are being made and sheet piling of the coffer-dam placed in which the concrete piers will be constructed. A shoo-fly track 5229 ft. long has been laid around the old structure, and single track operation is maintained under the protection of automatic block signals.

On American Ave., Long Beach, between Ocean Ave., and 6th St., the southbound track has been reconstructed with 128 lb. rail and fittings. Owing to the rerouting of all southbound traffic via Pine Ave this work was greatly facilitated and permitted the operation of a steam shovel in tearing out the old pavement and making the trench excavation for the new track. Northbound track is now being reconstructed, but same will be handled entirely by hand due to the work being done under operation.

At Wilmington Park on the San Pedro line, a steam shovel is excavating

the right of way on the east side of the main line prior to the installing two additional sidings approximately 5105 track feet, which will accommodate 105 cars for storage purposes. The increased traffic at the combined ports of Wilmington and San Pedro, caused the present trackage facilities to be inadequate.

At Pier "A" Wilmington, on the San Pedro Main line sidings have been installed and the fourth siding, on the east side of the right of way, is now being installed to accommodate approximately 62 cars, the length being 3000 ft. This storage layout will facilitate the handling of cars to and from the Municipal Docks in this vicinity.

Spur track has been completed at Medio on the Hawthorne-El Segundo line to serve the Standard Oil Co., during the construction of their large concrete reservoir.

Under the supervision of our Structural Engineer, M. C. Hasley, bungalows are in course of construction for the following employes, working at Torrance Shops:

- Messrs. O. S. Breeze and J. Davis, on Amapola St., near 214 St.
- H. Cutts on Redondo Blvd, near Madrid St.
- W. Brooks at Portola and 214 St.
- W. J. Chambers on Amapola St. near 210 St.
- H. Clark on Marcelina Ave. near Arlington Ave.
- J. M. McEwen on Carson St. near Andrew St.

It is rumored that on August 26, the picnic will be held and while flying over Cerritos bridge we spied the all-star White Sox team warming up during the lunch hour. These boys may wield a wicked peevee or spud bar, but they will have to go some to beat the pen pushers of the Engineering office who are to stage a big league ball game at said picnic. Among our 500 hitters and big stick artists are the following.

- Lex Crooks..... Catcher
- T. L. Griffin1st Base
- W. Z. Shaw 2nd Base
- J. E. Nixon Short Stop
- L. A. Biehler Short Stop

- F. W. Spencer Catcher
- J. B. Blackwell Catcher
- C. A. Elliott (South paw) Catcher
- J. McCabe (Juvenile) .. Catcher
- F. Bixenstein Left Field
- P. S. Newman Right Field
- M. L. Rodda Center Field
- B. F. Manley Center Field
- E. K. Burdick 3rd Base

There is considerable head-scratching as to the mascot, the candidates are Jack Coogan and Jack Gould, the latter appearing to be the most popular, among the office stick wielders.

One of our roadmasters in the vicinity of Mislanco relates that during the recent hot spell "it was so darn hot out in the valley that I saw a dog chasing a rabbit and they were both walking."

CLYDE W. HORTON PASSES

Friends and former fellow associates of Clyde W. Horton were shocked to hear of his death which occurred very suddenly in San Francisco, May 5th.

While apparently in the best of health, he suffered a stroke of apoplexy which resulted fatally.

Mr. Horton entered the employ of the Electrical Department in 1910 and subsequently was transferred to the Valuation Department under Mr. Lansdale, at the time of its organization by Mr. Pillsbury. Mr. Horton was one of the original members of the Executive Committee of the P. E. Club, representing the Engineering Department.

At the time of his death, Mr. Horton was engineer in charge of all construction accounts for the Pacific Gas & Electric Company in San Francisco.

EMPLOYEES' DAY AT URBITA

The Pacific Electric employes held an entertainment, dance and high jinks at Urbita Springs Park on Saturday, June 24th. The program consisted of free boating, swimming and dancing. The big event was the grand ball held in the pavilion in the evening.

The music was supplied by the Pacific Electric Club orchestra under the able directorship of the ever popular Mort Stuart and was of the kind that put pep and vim into all who participated. Sherbert and cookies were served to all present and there were plenty of carnival hats, noise makers, etc, given away.

Special entertainment was put on for the amusement of the audience which included solo singing by Miss Bonnie Adair, oriental and acrobatic dancing by Miss Kathryn Grant and a feature dance by Urbita's Gold Fish, also Xylophone solo by Ray Fruith.

This was one of the most successful dances ever held by the employes at Urbita Park and every one expressed the wish, at the close of the evening, that it would not be long until the Pacific Electric Club orchestra would pay a return visit.

ACCOUNTING DEPT. NOTES
By Mary A. Blackburn

Mr. J. W. Dennison of the Roadway Bureau has retired from our midst to live on the proceeds derived from his oil well at Huntington Beach. He and his family will soon leave for a visit to his old home in England.

Miss Gladys Johnson, of the Comptometer Bureau, has taken advantage of her two weeks vacation in San Francisco, to take a short course in domestic science. Miss Hazel Hammill of the same department has been sojourning at Mt. Baldy.

Miss Anna Strom and Miss Ruth Quigley report a splendid time spent in Portland and Seattle. Mrs. Grace Conroy of the Freight Accounts Bureau is renewing old friendship in Denver and recent postcards announce perpetual enjoyment.

Miss Peggy Johnson of the Stenographic Bureau has been out for a week with a badly sprained back, inflicted while she was doing diving stunts in the breakers at one of the popular beaches.

We regret to note that Mr. Peacock of the Freight Accounts Bureau, is still absent, he having suffered a general breakdown about a month ago. Mrs. May Barlow of the Roadway Bureau is another absentee on account of illness, suffering from an attack of neuritis.

Mr. Harold Kuck and his bride are back from their honeymoon, and Harold was given quite a reception on his return to the office, finding his desk gaily decorated with placards, rice and etc. He was presented with a set of flat silver, Patrician design, as a token of the high esteem in which he is held by his associates.

The Misses Helen and Beatrice Bastian are enjoying their vacation showing eastern friends the beauties of Southern California.

URBITA SPRINGS NOTES

The Fourth of July celebration was one of the most successful that was ever held at this popular park. There was a big vaudeville program consisting of five feature acts, two shows in the afternoon and one in the evening, proving very popular. The fancy and high diving display in the lake by Prof. Ray Henderson and Miss Hazel Crouch and also the trick and fancy swimming by the "Urbita Gold Fish" drew a big crowd of spectators around the lake. Everyone was highly pleased with the entertainment, especially the antics of the Gold Fish.

There was an enormous crowd in the park all day and the bath house, dance pavilion and other concessions did a big days business. The fire works display on the lake at night was a fitting climax to the day's events.

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

Passenger Revenues	\$ 1,096,380.42
Freight and Switching Revenue	371,347.51
Other Revenue	36,480.43
Total Railway Operating Income	\$ 1,504,208.36
Total Railway Operating Expenses:	
Wages	703,082.39
Other Charges	364,311.06
Transportation for Investment—Credit	4,952.90
Revenue Less Operating Expenses	-441,767.81
Depreciation	23,176.20
Taxes Assignable to Railway Operations	71,838.30
Total Depreciation and Taxes	95,014.50
Revenue Less Operating Expenses, Depreciation and Taxes....	346,753.31
Non-Operating Income	4,600.46
Net Revenue	351,353.77
Interest on Bonds and Other Debt	327,269.91
Rents and Miscellaneous Income Deductions	87,233.85
Total Deductions	414,503.77
Net Loss for months	\$ 63,150.00
Net Loss for 5 months	\$ 320,455.27

ACCIDENTS DURING APRIL 1922
AS COMPARED WITH 1921

	Northern Division		Southern Division		Western Division	
	1922	1921	1922	1921	1922	1921
Interferences with vehicles	94	100	82	70	161	89
Collisions and interferences with cars	7	4	9	4	1	6
Persons struck by cars	1	1	3	5	0	8
Derailments	10	7	24	20	11	9
On and off moving cars	23	17	19	25	40	35
Miscellaneous	26	18	23	20	32	29
	161	147	160	144	245	176
			1922	1921		
Interferences with vehicles			337	259	30.1%	Increase
Collisions and interferences with cars.....			17	14	21.4%	Increase
Persons struck by cars			4	14	71.4%	Decrease
Derailments			45	36	25.0%	Increase
On and off moving cars			82	77	6.4%	Increase
Miscellaneous			81	67	20.8%	Increase
			566	467	21.1%	Increase

REDONDO BEACH NEWS

The inauguration of the summer season which took place on Saturday and Sunday, June 24th and 25th, was one of the most successful openings ever celebrated. The weather was warm and the big plunge was taxed to capacity and every one spoke in high terms of praise of the wonderful improvement which had been made in the bath house, including the installation of a mammoth filtration system which insures a continuous supply of pure filtered water making the water in the tanks bright and sparkling. The dance pavilion was well patronized, also the band concerts, and the concessionists did a big business.

There was a big three-day celebration over the Fourth of July holiday, special program was put on which included novelty vaudeville, band concerts, solo singing and special entertainers. The water front got its fair share of patronage from the big crowd attending. A fitting climax to this celebration was the magnificent display

of fireworks from the municipal pier on the night of the Fourth.

A special Kiddies' day is featured every Thursday. The first one was held on Thursday, June 29th. All children received free balloons in the bath house, there was a free dance and souvenirs in the pavilion in the afternoon, also a free vaudeville show in the Music Plaza, and as a wind-up to the days amusement a penny shower was given for the children. There was a good crowd of the little ones and they all had a wonderful time.

The famous Redondo Beach Band will play in concert, advertising the beach resort, at Redlands, July 10th, Pomona July 17th, Van Nuys July 24th and Riverside July 31st. These are always big events and are well patronized by the people in the communities and are a wonderful means of advertising. The kiddies are always well taken care of at these concerts as thousands of souvenirs are given away during the concert intermissions.

WESTERN TROLLEYGRAMS By E. C. Brown

Gateman E. H. Fay of the Hill St. Station is on duty again after a pleasant vacation spent in his home city, Boston, Mass.

Motorman K. Bordelon and wife gave a dinner party to their many Trainmen friends at their bungalow home June 28th. Among the guests were a number of Western Division boys and all enjoyed the dinner and gathering immensely.

Conductor E. L. Cobb, who has been in the service for 21 years, and worked all runs and types of cars, says he is well pleased with his present run as Conductor on mail car.

Extra men at Sherman are glad that Conductor J. E. Gerst has landed a regular run, but his good humor and wit around Trainmen's quarters will be missed.

Motorman Stoll and wife entertained a number of Ocean Park trainmen friends with a fish dinner recently. Stoll and Sam Clarence caught 36 fine large mackerel in one hour's fishing.

Motorman Wm. McAllister and wife are rejoicing in the arrival of a son June 9th. Our sincere congratulations.

SOUTHERN DIVISION NOTES By F. J. Oriva

Conductor A. F. Wilkins is starting a movie company. He might not get a company of players but he sure has the camera.

Conductor P. Isley is breaking in as a Motorman.

Conductor M. H. Ardin is back in the passenger service. Says he does not like the freight work.

Motorman E. J. Stafford spent his vacation in San Francisco and thoroughly enjoyed the visit.

Our Agent at Torrance, Mr. T. F. Shaeffer, was married June 8th to a Monrovia belle. Our best wishes.

Trainmaster, H. C. Ward, is back at work after being away 30 days and looks fine. S. H. Cox filled Mr. Ward's place while he was away.

The following Motormen lead in coasting on the Southern Division: B. F. Hammack 56 per cent; G. W. Nesbit, 45 per cent; J. J. Curtiss 42 per cent; C. J. Hooper, 42 per cent; O. Vleerick, 40 per cent and E. H. Combs, 39 per cent.

E. O. Straub, Supt. of Torrance Shops, is cutting a place under seat moulding so conductors can put hat checks in same instead of putting them in passenger's hats. Thanks Mr. Straub.

Our old friend, Conductor R. C. Knapp was married on Sunday, June 11th. Our very best wishes.

FREIGHT AND WAREHOUSE NEWS

By Daniel Sanchez

Sorry to delay the announcement of the marriage of Seymour Lipchulz and Virginia Kennedy, who will spend their long delayed honeymoon by taking a trip across the continent. Sincere congratulations.

Sam Seely and wife are spending their vacation at Portland, Oregon.

We are glad to have Mr. J. W. Orr, our Chief Clerk back with us after a pleasant two weeks vacation.

Many friends are bemoaning the death of Mrs. Daisy W. Garmer, our telephone operator for a good many years.

Leo Bodard, after a month's illness, has decided on a trip to the East with his parents. We hope his health will be improved.

Roy J. Weber met with an accident while unloading a heavy pump. We hope for his quick recovery.

Vacation time sounds good to Icidro Teyechea as he is spending most of his time at Anaheim.

Walter Cooper defeated Judge P. E. Lamb of Mt. Lowe sometime ago by winning 12 straight games of checkers.

Arthur Bailey is confined to his bed on account of serious illness. We are hoping for an early recovery.

Juan Martinez has been promoted to a Checker. More power to you Juan.

EMPLOYEES NOW CONFINED TO PACIFIC HOSPITAL

As we go to press the following fortunately confined at the Pacific Hospital, 1329 So. Grand Avenue, Los Angeles:

Thos. Stevens, Car Repairer, Mechanical Department; W. O. Sirstead, Clerk, Freight Dept.; J. R. Dean, Conductor, Southern Division; W. L. Emery, Motorman, So. Division; R. E. Mead, Lineman, Signal Department; Robert Sabins, Section Storekeeper; O. W. Auld, Lineman, Electrical Department. At Golden State Hospital, G. Hernandez, Laborer.

A few flowers and words of cheer from friends of the above employees will lighten their burden and be gratefully remembered. Visitors are welcome.

"The most beautiful place in California," is the way "Steve" Wilson, Asst. Supt., Western Division, and wife, describe Yosemite Valley in a post card addressed to E. C. Thomas, Passenger Traffic Dept.

TRAINMEN'S MEETINGS

NORTHERN DIVISION MEETING

The regular monthly meeting of the Northern Division Trainmen was held at the Pacific Electric Club, on June 20th, 1922.

The meeting was called to order at 8:15 p.m. by Chairman A. P. Gunther, who was appointed Chairman on account of the absence of Mr. Bartholomew. About twenty trainmen were present, and the Staff.

Unfinished Business

That the limbs on the trees west of Lexington Road rub the sides of cars when passing.

These limbs have been trimmed.

That the names of all trainmen present at trainmen's meetings be published in the magazine.

This was taken up with the other divisions and it was found that the majority are not in favor of it.

Relative to permitting agents to accept cash coupons in payment of one-way or round-trip tickets.

This matter has been referred to the Accounting Department and awaits their approval.

That AM and PM spaces be printed on identification checks for conductors to punch.

That matter has been looked into, and inasmuch as it is found that very little trouble or abuse exists on this account, it is considered not advisable that this should be done.

That joints be raised on the rough pieces of track between Chester and Hill Avenue on East California Street, east bound.

This has been completed.

That yellow flags placed on the right of way for the protection of gangs of trackmen, or linemen, be removed when conditions will allow while the men are eating their lunch or have been moved to some other place temporarily.

All track foremen are instructed to remove flags when unnecessary to maintain.

That conductors operating on the Pasadena Local Lines be allowed to sell pads of local tickets at 25 for \$1.50.

It is not considered advisable to have conductors sell these tickets.

Relative to supplying conductors with tariffs on communication rates that information on same may be given to passengers.

On account of the fact that these tariff pages are considerably larger than those supplied to conductors, it would be impossible for conductors to carry same in their tariff file; also would involve considerable additional work for conductors if obliged to furnish passengers with this information.

It has been decided that this matter should be handled as heretofore, and passengers making such inquiries be referred to any regular agent for this information.

New Business

By Conductor R. O. Simpkins, that the passengers on the Pomona car, which is generally the third or fourth car in the train, complain about the dust flying through the car; and some remark that they prefer riding the busses on this account. Mentioned in particular the track between Garfield Avenue and El Monte, and between Vineland and Covina, and suggested that the track be oiled between these points; and between Grapeland and Fontana.

This will be considered.

By Conductor Simpkins, that a car for Pomona leave 6th and Main on Saturday between 11:30 a.m. and 1:10 p.m. as there was some complaint about this long interval.

Disposition: This will be discussed with the traffic department.

By Conductor H. H. Sloane, that the stops on Colorado Street are too close, and mentioned Hudson Street in particular being only a short distance from Lake.

Referred to Mr. Rodenhouse.

By Conductor Sloane that the Sunday time in the run books be marked with red ink or pencil so that the new men would not copy the wrong time.

This will be done, and arrangements are being made to have the week day schedule on cards under glass, and the Sunday schedule in the run book.

By Conductor Sloane, that the track on Lincoln Avenue at McDonald Street, out-bound, has one or two very low joints.

Referred to the Engineering Department.

By Motorman L. C. Paulsen, that the coupler on car 1057 is not properly lubricated and moves so hard that at times it is almost impossible for two men to shove it around; also mentioned car 1028 and 811 as having dirty destination signs.

Referred to the Mechanical Department.

By Motorman P. H. Riordan, that the Watts trippers taking the crossover at Los Angeles and Commercial Streets, at times cross over in front of the Short Line and Oak Knoll trains when they should wait and let them pass.

Referred to Mr. Nichols to check up.

By Conductor Gunther, that a "power-off" sign be placed at all breakers.

This will be suggested to Mr. Anderson.

By Conductor Gunther, that on account of Train 710 being 10 minutes earlier now than it was, train 712 is carrying more passengers and should have a 1000 class car on Monday morning or two 800-class cars.

Referred to Mr. Kuderna to line up.

By Conductor Simpkins, that a run book be placed in the club room at Pomona on account of the office closing early and men finishing their runs late, are unable to get the time of runs assigned to them for the following day.

This will be done.

From Suggestion Box at Pasadena

Motorman Fred Lee suggests that the signs on Arroyo Seco-Tournament Park Line read East and West California.

Investigation brings out that City authorities prefer the present signs.

Conductor H. E. Griffin suggests for the betterment of the service that the Company install a phone box at Montana and Lincoln Avenue for use in case of an emergency.

After consideration, it was thought best not to contemplate such an installation at present, as we haven't a line in that district and the cost of putting up one would be excessive.

Conductor R. E. Asheroft, suggests that when triplex tickets are printed again, a place be added whereby when issuing an exchange for trip pass, the number of passengers can be designated—the same amount of passengers travel on the exchange as on the original trip pass. He adds that by such a method it would save tickets.

Referred to the Traffic Department.

Motorman Chas. St. Clair suggests that small boxes be put in local cars in Pasadena, and Pasadena Local Line time tables (form 5-m 2-20-22) be kept in them for information of passengers.

Referred to the Traffic Department.

Motorman C. Thompkinson suggests that, for the good of the service, a booklet be issued to trainmen giving location of Parks, theatres, schools, hospitals, hotels, churches, etc.; also streets in rotation on the different lines from terminal to terminal, including Short Line and Oak Knoll.

The new guide book will take care of this.

From Suggestion Box at Macy Street

Conductor W. C. Thomas suggests that car stop signs be removed one pole west from the old light box to the new light box at Mission Junction and Las Tunas Drive on the San Gabriel line, as strangers wait there for cars.

Referred to Mr. Peak to check up and give pole number for proper location.

Conductor T. H. Miles suggests that some kind of a hat check, or identification check holder, be installed on 1000-class cars, as it is very hard to place them so that they can be seen by the conductor.

Cars are being supplied with hat check holders as they go through the shops.

Conductor M. G. Wycock, suggests for safety, that inbound cars on San Gabriel line at Mission Jct., pull up into the clear on inbound track when conductor is turning off light switch; or would stop at switch points instead of fouling both tracks; that in case an outbound car fails to stop it would side-swipe inbound car; that a head-on would not be as much danger to passengers as a side-swipe.

Referred to Mr. G. H. Peak to line up motormen.

Conductor Miles suggests that a few lights placed on a pole at El Monte where trains are made up would help a great deal when dark mornings come around once more.

After discussion, it was decided that when

the trolley was on the wire the cars developed all the light that was necessary.

Conductor A. S. Cooper suggests that Form 0-79, Conductor and Motorman report blank on Students, be provided with a "remark space."

It is best to make out a miscellaneous report and send in to the Superintendent, if it is found that a remark is necessary to accompany the form.

Motorman A. A. Johnston suggests that Macy Street Instruction Room be left open for motormen to look over and study equipment charts, etc.; also that charts be made up of the different classes of equipment showing how and what cut-out cocks to cut in and out when control or brake pipe hose bursts.

Referred to the Instruction Department, who reported that on account of the chance of someone getting burned it was advisable to keep room closed when there was no one in charge.

Motorman Johnston suggests that two or three books be made up and put in Macy St. Clubroom with different forms of train orders and answers, so that the trainmen who have taken single track and are working locals and other blue card runs, can keep brushed up on single track work.

Referred to the Instruction Department.

Motorman Johnston suggests that a card be made up showing what track and the number of cars, for the afternoon service.

Referred to Mr. G. H. Peak to make this arrangement.

As there was no further business, the meeting adjourned at 9:15 p.m.

NORTHERN DIVISION MEETING EASTERN LINES

The regular monthly meeting of the Northern Division, Eastern Lines, trainmen was held June 13 at Riverside. There were present the Eastern Lines Staff, Mr. C. H. Jones, Traffic Department, J. Gilbert, Mechanical Department, J. Hunckler, Maintenance of Way Department, and twenty trainmen.

Unfinished Business

That a feed wire be extended from Pools to Bloomington, on the Crestmore line, account of weak power, which causes delay of trains.

No action taken.
That considerable trouble is experienced at San Bernardino, account of the Watch Inspector allowing inexperienced workmen to regulate watches.

No action taken.
That stop sign at Highland Avenue and F Street, be moved to the telephone box at the end of the line.

On account of people living on Doodar St., and using this stop, it was thought better not to move same from Highland Avenue and B to end of line.

That car stop sign be placed in front of the P. E. Station, San Bernardino, for local Colton cars.

This has been taken care of.
That loose tongue switch in front of the old Redlands Central carhouse be made solid.

New switch point has been ordered for this switch.

That drinking fountain be installed in the rear of the P. E. Station for the use of trainmen, on account of the Station being locked up after 10:30 p.m.

This has been deferred until the remodeling of the station; at which time a drinking fountain for trainmen will be installed.

That switch lock be placed on the toilets at San Bernardino Station, so that trainmen may use same after 10:30 p.m.

This has been deferred until the remodeling of the station, as it is understood that same will be turned over to the Pacific Electric and other arrangements will be made.

That Mechanical sign-off sheet be placed at the P. E. Station, San Bernardino, for day crews to sign off any defects.

On account of establishing a card record on the San Bernardino line, it was thought best to wait until such time as this is tried out and if satisfactory, suggested that it be used on the local cars.

New Business

By Mr. M. S. Davis, that switch lights on the north end of Alverado switch, Crestmore line, are out of alignment and do not give motorman proper vision of same.

Referred to Mr. H. S. DeNyse, to take up with the Union Pacific.

By Mr. Davis, that center switch light

at Poole, on the Crestmore line, is low and is not visible to motormen except within about 200 feet.

Referred to Mr. DeNyse to take up with the Union Pacific.

By Mr. Davis, that the overhead at the south end of Poole siding, on the Crestmore line, is out of alignment and trolleys come off.

Referred to Mr. Mapstead, Line Department.

By Mr. Davis, that there are no signs at the Crestmore crossing, and it is very hard to locate same in foggy weather.

This has been taken up with the Union Pacific, but nothing has been done as yet. Same will be referred to the Electrical Department to put up span wire Slow and Stop signs.

By Mr. Davis, that the track between Alvarado and the south end of the Santa Ana River bridge, Crestmore line, is very rough.

Referred to Mr. DeNyse to take up with the Union Pacific.

By Mr. Davis, that the switch engine in charge of Cement Plant crew generally pulls out ahead of train No. 822, due at that point at 5:19 p.m.

Referred to Mr. F. E. Peachy.

By Mr. J. Severance, that seven (7) lockers be furnished for the Trainmen's Room, Redlands, as there are none at that point.

Referred to Mr. DeNyse.

By Mr. Severance, that the track is very rough at Franklin Street, Redlands.

The Maintenance of Way Department advise that they are taking care of this now.

By Mr. G. W. Bosley, that the step on the baggage and of No. 010 be lengthened out to the width of the door to make it more convenient for men when boarding same.

Referred to the Mechanical Department.

By Mr. Severance, that cars coming out of the shop sometimes have wet paint around the windows, and passengers get same on their clothes. This condition observed on No. 1208, recently painted.

Referred to the Mechanical Department.

By Mr. Bosley, that curtains be placed on motormen's window on the 500-class cars, No. 010, No. 1300 and No. 1311, now operated on the Eastern Lines, on account of the glare of the sun encountered coming from Redlands in the afternoon.

Referred to the Mechanical Department.

By Mr. C. A. Cooney, that annunciators be installed in May Tower, on account of the towerman not hearing the whistle. Sometimes it obliges trains to come to a stop and it is necessary to put protection out.

Referred to the Maintenance of Way Department.

By Mr. Cooney that cars out of Riverside for Los Angeles should have a smoking compartment, for the reason that a good many passengers complain about transferring at Rialto if they wish to smoke.

It is understood that all 1200-class cars now going through the shops are to be provided with smoking compartment.

By Mr. J. J. Mettler, that the whistle on No. 495 is very weak.

Referred to the Mechanical Department.

By Mr. G. R. Attridge, that yellow and green flags are not being properly placed for the protection of workmen on Eastern Lines.

Referred to Mr. F. E. Peachy and Mr. Hunckler.

By Mr. Attridge, that a eucalyptus tree at Orange Street, on the Crestmore line, obstructs the view of the home signal at Bloomington Tower, inbound.

Referred to Mr. Mapstead, Line Department.

By Mr. B. W. McCullough, that curtain be placed back of the motormen on 500-class cars in the open section so as to give better vision.

Referred to the Mechanical Department.

By Mr. W. H. Addington, that register booths at San Bernardino be provided with electric lights, as a lantern does not give sufficiently light and trains are liable to be overlooked.

Referred to Mr. S. H. Anderson.

By Mr. Addington, that the clock in the P. E. waiting-room, San Bernardino, is not reliable and should be put in order, or new one installed.

Referred to Mr. White to remedy.

There being no further business before the meeting, adjourned at 9:30 p.m. Next meeting will be held at San Bernardino, July 11 1922.

WESTERN DIVISION MEETING

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

There were present twenty-one trainmen, Mr. White and Staff and Mr. Glancy of the Traffic Department.

Before the regular order of business was taken up, Chairman Hanselman expressed his appreciation of the support and co-operation the men had given him during the two terms he had served as Chairman, and asked to be excused for the evening on account of being on duty. Mr. E. C. Brown was appointed as acting Chairman.

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

From Suggestion Boxes

Motorman S. A. Underdown Trolley catchers on some 800-class cars are in line of motorman's eyes, which keeps him from seeing an automobile coming out of a side street which causes an accident. A good size automobile can be out of view behind same. Some 800-class cars have them below window.

Referred to Mechanical Department.

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

Referred to Maintenance of Way Department.

Conductor E. C. Chase: Have a sign off book kept at Glendale Station so that cars may be marked whether in OK order or not. This would, I think, cut out delays which might happen through trainmen getting car that would not be tagged as there isn't any mechanic at Glendale.

Will be looked into with a view of adopting this plan.

Conductor I. E. Black: I think there should be some change in early morning service, between 6:00 a.m. and 7:00 a.m., at receiving window for trainmen, (Hill Street Station). Trainmen have to wait from 5 to 10 minutes for supplies. I am not finding fault with Cashier for he needs more help at this time of the morning.

Referred to Traffic Department.

Conductor K. G. Wingo: I suggest that there be a special ticket issued reading between Hollywood and West Beaches. This ticket should be similar to the Spl. C-27 and C-5, only a different color and reading between points named. This will save Conductors much time and labor as the triplex requires much time.

Mr. Glancy stated that a form is being worked out now to meet this requirement and will soon be adopted.

Motorman J. M. Chadwell: That the obsolete and unsightly sand-boxes be removed from car No. 262. They are in the way of the motorman.

Referred to Mechanical Department.

Motorman J. M. Chadwell: That a code of signals be devised so that Conductors can remind motormen to switch on lights upon entering tunnels (When there is a standing load and button is on motorman's end). Only recently an extra conductor gave me three bells. When I stopped promptly and look out I found he only wanted the lights turned on. My regular conductors give me several short rings on buzzer under these circumstances which acts as a reminder and cannot be well misunderstood.

Will be looked into.

Conductor I. E. Black: There should be some measure taken to prevent automobile drivers from parking on Pacific Avenue, just south of Diamond Street, Redondo Beach. I would suggest the City Council of Redondo be interviewed on this subject and see if they would paint red and "no parking" far enough south so cars can clear.

Will be investigated.

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

Referred to Signal Department.

New Business

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

Referred to Maintenance of Way Department.

By Conductor Marvin: Stated that the Blanchard Lumber Company of Lankershim were placing branches along the line at San Fernando and as same were not anchored down, passengers sometimes pulled them out too close to the tracks, creating a hazard of accident.

Will be taken up with the Lumber people to see if the condition cannot be remedied.

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

Referred to Electrical Department.

By Conductor Chase: Steps leading to Dryden Street at North Glendale are bad order, the railing is also missing since last Halloween.

Referred to Maintenance of Way Department.

By Conductor Chase: Landing at Lomita Street should be longer. (Glendale Line).

Referred to Maintenance of Way Department.

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

Referred to the Traffic Department.

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

Referred to Traffic Department.

By Conductor Owens: Wanted stop at Formosa Street moved to the entrance to Fairbanks Studio on Santa Monica Boulevard.

If this stop were moved it would necessitate the addition of another stop.

By Conductor Porter: Suggested that Hollywood Line cars on roll in trips be supplied with small dash signs reading "To Car House" thereby enabling any one who desired to go to Sherman, to get the right car.

Will be investigated.

By Conductor Marvin: Wanted Van Nuys cars to be allowed to issue transfers between Owensmouth and San Fernando Lines in order to save arguments with passengers who get on the wrong car. Said a great many Mexicans got on wrong cars and it was difficult, if not impossible, to make them understand.

Referred to Traffic Department.

By Conductor France: Wanted to discontinue stop at Sixteenth & Hope Streets account passengers very seldom board or leave cars at this point.

Board of Public Utilities governs all car stops in City.

By Conductor Porter: Wanted one or two stops discontinued between Berendo and Alexandria Streets.

Board of Public Utilities governs all car stops in City.

By Conductor Marvin: That a cluster of lights be put on poles with one light in telephone booth at Owensmouth and San Fernando for the benefit of night men.

Referred to Electrical Department.

By Conductor Burger: That a target switch be put at Ocean Park Car House where accident of May 5th occurred. This change has been requested.

By Conductor Burger: Wanted to know what to do if passengers requested a 40c round trip ticket to the beaches on Thursdays.

These tickets must be purchased from Ticket offices—Conductors will collect regular fares from those who do not have excursion tickets.

By Conductor Barnes: Said that a great many people were under the impression that the Thursday rates applied to Beach people coming into Los Angeles.

Rates apply only from Los Angeles.

By Conductor Marvin for Motorman J. H. Nichols: Wanted a fountain put upstairs at Sherman in the Trainmen's room, as the one downstairs was often out of order.

Discussion of this disclosed the fact that

this matter had been up before and the place in the room to locate the fountain had been selected, but nothing further had ever been done towards installation.

Referred to Mr. Stuart.

By Conductor Burger: That men needed a place to wash their hands at Ocean Park.

Referred to Mr. Stuart.

Election of a new chairman was held and Conductor Muench was elected for the next quarter.

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

M. B. MORRIS,
Secretary.

SOUTHERN DIVISION MEETING

The regular monthly meeting of the Southern Division Trainmen was held on the above date at the Pacific Electric Club. Chairman Mulligan calling the meeting to order at 8:15 P. M.

There were present Superintendent Davis, Assistant Superintendent Taylor, and 10 trainmen; also, Mr. Patton, of the Passenger Department.

New Business

By Mr. Cornwell, that motormen be allowed to wear a jumper with blue and white overalls during the summer months. Thought it was attractive, inexpensive and that the trainmen would appreciate it. Stated that he had talked to quite a few men and they were in favor of it.

Mr. Davis stated that this matter had been up several times before and ruled down. Also, that from observations made in the East by Mr. Annable and others, they were found not to be satisfactory; also, that on the P. E. cars where motorman is in open vestibule, he felt that an Alpaca coat, which motormen have the privilege of wearing, is much better.

By Conductor Brown: That trespass signs on the Seal Beach bridge are very much in need of repainting.

Referred to the Engineering Department.

By Mr. Rose: That "No. L. A. City Traffic" signs be put on cars more securely, as they are blown off by the wind. This is especially true on San Pedro Line cars.

Referred to Mechanical Department.

By Mr. Rose: That by operating four-car train, three motors and a trailer in rear, better results are being obtained in starting and stopping cars, than with the trailer in the middle of the train. That with trailer in center of train there is a jerk in starting, whereas with the trailer at end of train it starts right. Thought it would save delay in switching and cutting off cars.

Mr. Davis stated that on 900 class cars instructions were issued to operate control cars in center of train.

By Mr. Rose: That there is a can hanging on trolley wire at crossover south of Amoco which causes trolleys to leave the wire at that point.

By Mr. Nesbit: That curve commencing about 2,000 feet west of half-way house, on the San Pedro-Gardena line is in bad condition and should be repaired.

Referred to Engineering Department.

By Mr. Nesbit: That at second overhead crossover after crossing S. P. tracks coming from San Pedro to Catalina Dock, the trolleys leave the wire.

Referred to the Electrical Department.

By Mr. Cornwell: That there is very rough track at pole 16-26, between Bangle and Watts, which should have prompt attention.

Referred to the Engineering Department.

By Mr. Neves: That automobiles do not stop at 9th and San Pedro Streets, where train stops waiting for conductor to pull chain, when women and children are getting on and off the car; many times automobiles come so near as to touch the conductor's coat. Thought that Police Department should be notified about conditions there.

Mr. Taylor stated there was a policeman there in the evenings.

By Mr. Nesbit: That condition of equipment is poorer now than at any time since he has been working for the Company.

Mr. Davis stated that the Mechanical Department has more cars in the shops now than they have ever had. They are working on it just as fast as possible and equipment will be put in first class shape.

By Mr. Neves, that operators on safety

cars in San Pedro are not enforcing the "No Smoking" rules on their cars.

Mr. Davis will take the matter up with all concerned.

By Mr. Neves: That Terminal Foremen should be furnished with a list of trainmen who want to work overtime and they should be given the work after the extra men have been attended to. At present some trainmen are given extra work after finishing their runs, which they do not care to do, and this causes dissatisfaction.

Mr. Davis stated that he would be glad to have the names of men who wanted to work extra.

By Mr. Teledgi: That a duplex ticket be furnished for use between Los Angeles and points on the Compton Local Line, on account of conductors having insufficient time to issue regular form of triplex.

Mr. Patton stated he would look into the matter.

Mr. Cornwell exhibited a flag which he had picked up on car 1437, with the end broken, caused by its being used to open a door on car. Also exhibited a flag stick with the flag torn off by some trainman and used as a shoe rag.

Stated that he showed the flags to Foreman McClure at San Pedro, who stated that this was a daily occurrence. Suggested that everybody work together to stop these things.

Mr. Cornwell read the following editorial from the June issue of the Southern Pacific Bulletin entitled, "Our Summer Guests," and urged that Pacific Electric employes adopt the principle as outlined in this editorial:

"During the next few months the Great West will keep open house to a host of visitors, drawn to the land of sunsets by numerous conclaves or thru the lure of travel.

"These visitors, traveling over Southern Pacific Lines, will be our guests. Many of them will be seeing the wonders of the western states for the first time. We shall have the opportunity of affording them access to this treasure box of delights. We can show them magic desert colorings, crystal lakes, fantastic mountain pinnacles and spires, colorful cities with charming personalities—a multitude of attractions that will be new and strange to them.

"The Southern Pacific Company is built on the foundation of western vision, energy and courage. We—the men and women who make up the personnel of the Pacific System—are Westerners. It is our privilege to join with our neighbors in playing the part of hosts to these guests, to offer them the highest class of service, courteously performed, so that they will return to their homes with pleasant memories of their sojourn with us.

"Moved by the spirit of hospitality, a tradition of the west, we shall thus add to the fine reputation of our Company and shall make new friends for ourselves."

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

D. DUBIN,
Secretary.

AGENTS' MEETING

The meeting was called to order at 8:00 P. M., June 10, by Chairman C. E. Moser.

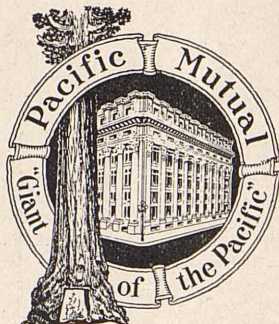
In accordance with request of the Chairman at the last meeting, Mr. W. D. Osborn, Agent at Long Beach, addressed the members on business conditions and prospects at his station, which was both entertaining and instructive.

Mr. J. E. Light, District Freight Agent, Southern Pacific, present by invitation, spoke entertainingly of success to be attained through personal enthusiasm. Mr. Light's remarks were very much appreciated.

Mr. J. W. Mee, recently appointed General Agent for the Harbor District, spoke of matters of general interest involving his field of activity.

Mr. E. H. Sharpe, for the entertainment committee, announced that arrangements would be made whereby the members of the Association and their families would make a trip to Balboa on Sunday, June 25th, provided the Association approved.

It was thereupon moved and seconded that arrangements be made accordingly, members to provide their lunch; coffee would be furnished. The motion carried unanimously.



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Issues the

"Pacific Disability Policy"

Sold Exclusively to Electric Railway Employees

Pays Accident Indemnity as long as you live for injury which totally disables. Pays Illness indemnity for confining illness as long as you live.

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Agents are located at the following points

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

F. Clarence Putz, Riverside, San Bernardino and Pomona

WM. L. THOMAS, Superintendent

J. R. Dougher, Assistant Superintendent of Street Railways

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

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Official Watch Inspector

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Pacific Electric R. R. Co. and Southern Pacific R. R. Co.

Very best service offered in Repairing and Adjusting of Railroad Watches.

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Mr. Sharpe also announced that, effective June 17th, week end excursion rates to the beaches would be inaugurated. This will require that stations be kept open Sunday mornings during the three summer months, as tickets at the reduced rates would only be on sale at ticket offices. Mr. Sharpe also stated that a reduced round trip rate to the beaches would be effective on Thursday of each week during the summer.

Freight Traffic Manager Day commented on the freight situation and the possible effects of the 10 per cent rate reduction; a master tariff will show the rates as reduced.

In referring to Mr. Light's address, he declared that Mr. Light was a 100 per cent P. E. man, and he would ask all members of the Association to be 100 per cent S. P. men.

The Secretary read a communication from the General Superintendent relative to members receiving transportation too late to attend the meetings.

The question of having addresses of agents, and phone numbers, available when agents were off duty and station closed, was discussed at some length, and was finally left to Superintendents for disposition.

The Chairman requested Mr. H. E. Foskett, Agent at San Bernardino, to be pre-

pared to address the Association at the next meeting, on business activities and prospects at his station.

There being no further business before the meeting, adjournment was taken.

H. L. Legrand,
Secretary.

IN THE RULES

"But surely," said the haughty dame, "if I pay the fare for my dog he will be treated the same as other passengers and be allowed to occupy a seat?"

"Of course, madam", the conductor replied politely, "provided he does not put his feet on it."—Exchange.

APPRECIATIVE

It was Bessie's first visit to her uncle's farm and, while watching her aunt give fresh water to the poultry she exclaimed: "Oh, auntie, aren't the little chickens cute? Every time they take a drink they look up and thank God."—Boston Transcript.

**ASSOCIATED
OIL COMPANY**
SAN FRANCISCO

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

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For the Office Man

The Illinois "Autocrat" constitutes the height of perfection in a commercial watch—an open face watch, thoroughly adjusted, 12-size, 17-jewel; cased in a 25-year fancy green gold chased case. Absolutely guaranteed.

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Twice a Day*

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Soda Fountain

Cigars Toilet Articles Candies

CONDENSED STATEMENT
THE FARMERS & MERCHANTS NATIONAL BANK
OF LOS ANGELES

AS MADE TO THE COMPTROLLER OF THE CURRENCY
AT THE CLOSE OF BUSINESS
MARCH 10, 1922

ASSETS	
Loans and Discounts.....	\$24,051,223.58
United States Bonds to Secure Circulation.....	1,500,000.00
United States Bonds and Certificates of Indebtedness.....	3,069,024.12
Other Bonds, Stocks and Securities.....	1,542,252.15
Bank Premises.....	457,570.32
Customers' Liability on Letters of Credit.....	180,778.49
Customers' Liability on Account of Acceptances.....	4,270.50
Redemption Fund with U. S. Treasurer.....	75,000.00
Interest Earned, uncollected.....	119,805.05
Cash on Hand.....	\$1,934,418.75
Due from Federal Reserve Bank of S.F....	2,334,456.77
Due from Banks.....	2,939,275.45
	7,208,150.97

\$38,208,075.18

LIABILITIES	
Capital Stock Paid in.....	\$1,500,000.00
Surplus.....	1,500,000.00
Undivided Profits.....	821,155.66
Reserved for Taxes.....	21,768.64
Reserved for Interest.....	52,514.18
Unearned Discount.....	39,741.61
U. S. Government Securities borrowed.....	446,000.00
Other Bonds Borrowed.....	500,000.00
Letters of Credit.....	200,609.94
Acceptances Based on Imports.....	4,270.50
National Bank Notes Outstanding less amount on hand.....	1,494,000.00
Bills Payable with Federal Reserve Bank.....	600,000.00
Rediscounts with Federal Reserve Bank.....	1,100,000.00
DEPOSITS.....	29,928,014.65

\$38,208,075.18

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

Correct, Attest: Wm. Lacy, H. W. Keller, F. S. Coates.

WE PAY INTEREST ON TIME DEPOSITS

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

THE FARMERS & MERCHANTS NATIONAL BANK
OF LOS ANGELES

Corner of Fourth and Main Streets

OFFICERS

J. A. GRAVES, President

T. E. NEWLIN, Vice President	E. L. POWEL Asst. Cashier
H. F. STEWART Vice President	EUGENE MADER Asst. Cashier
V. H. Rossetti Vice President-Cashier	C. L. HOGAN Asst. Cashier
J. M. HUTCHISON Asst. Cashier	ERNEST GARRETT Asst. Cashier
A. E. ELLIOTT Asst. Cashier	F. S. HILPERT Asst. Cashier
G. H. NAEGELE Asst. Cashier	F. B. DICKEY Asst. Cashier